The Victoria Daily Times.

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THE OBNOXIOUS GUEST.

The Cholera and How to Prepare for It.

Individual and Collective Cleanliness—Spiritual and Physical Order—The Body's Response to the Motions of the Mind.

It is not unlikely that the epidemic cholera will pay a visit to the United States during this year or the next. Having overleaped the boundaries of the region in which it is engendered—the swamps and jungles of the lower Ganges—and entered upon its pilgrimage, it will not, it may be presumed, finish its perambulation until it has made the circuit of the continents. It is, therefore, advisable for mankind, whoever and wherever they may be, to begin thinking and doing in time—to make such material and mental preparation for the obnoxious guest that as little death and demoralization as possible may result from the visitation.

The law of material preparation may be comprised in a single word—cleanliness—cleanliness, individual and collective, of the person and of the environments; the avoidance and removal of whatever by which the earth, the air or the water may be befouled or contaminated, and abstention from whatever by which the vital energy of the system may be obstructed or enfeebled.

Cholera is a visitor to whom neatness is abhorrent. It travels through dirty ways; prefers the squalid and the unwashed for companions; chooses, as its favorite places of sojourn, localities and inhabitants where untidiness prevail; towns and cities where the streets and alleys are receptacles for garbage, where drainage is absent or defective, and where decaying matter, in which noxious emanations are generated, festers in the sunshine and ferments under the gaze of the moon; tenements overcrowded and unclean, and individuals whose gross and filthy ways, and the impairments which they occasion, are standing invitations to pestilential assault.

There was both practical wisdom and wholesome irony in the words of the late Lord Palmerston, when he met the petition of the General Assembly of the Free Church of Scotland for a national humiliation on account of the cholera, with the counter suggestion to look to their drains.

The moral preparation is to begin by taking counsel of common sense and intelligence; rallying such manhood as the individual has at command; getting rid of all superstitious notions about the cholera—which is neither a miracle nor an accident—being a special divine dispensation on account of national sin and endeavoring to obtain as correct an idea as possible of its character and phenomena.

This in order that irrational terror may be avoided; for, as the body responds to the motions of the mind, terror is debility, and debility is a temptation to an attack—a signal held out by a traitor within the fortress to indicate that it is pregnable.

Without doubt thousands have suffered from epidemic diseases who, but for the prostration incident to fear, would have been unmolested. Men who knowingly and constantly violate the laws of nature in their modes of living ought to have their minds made up to boldly face the consequences, but these are usually the ones who are most apt to invite in the destroyer by their unmanly cowardice.

The cholera derives its terrors not so much from the number it removes as from the seeming carelessness of its attacks, the summary manner in which its victims are dispatched, and the general impression which obtains that one is not likely to be overtaken as another. It takes away, within a brief period, such as otherwise would have dropped off, one at a time, without exciting surprise or remark. Taking a series of years together—say five including and five not including a cholera visitation—and it will, in most cases, be found that the aggregate of mortality in the former is little if any greater than in the latter.

Pestilential diseases are not to be looked upon as accidents. Nor—although the execution of their office may not be entirely agreeable to the individual sufferer—altogether as calamities. They are no new invention. On the contrary, in some form or other—if not cholera, something else—they have visited humanity from time to time, wherever it has sojourned, whenever there has been an accumulation of such as through defective constitutions, tainted blood, prostration from excessive indulgence or exhaustive labor, and become proper material whereon for it to operate. In short, they are the scavengers of communities—the expurgators. They militate in the cause of natural selection, promoting the survival of the fit by the removal of the unfit, and thus ministering to the common well-being. They may be looked for, sooner or later, wherever there are putrid human structures and polluted localities.

The only absolute defense against contagion is a sound mind in a sound body; and the sounder the mind and the body it inhabits, the more implicit the assurance. The more firmly and squarely the reason sits upon an unshattered throne, the less the danger that the one will be displaced or the other demolished. Humanity was not constructed of such unseasoned materials nor so loosely thrown together, that its structurally and functionally impaired individuals will become empoisoned by a passing epidemic. No strictly normal man or woman takes on these itinerant diseases, no matter how extreme the exposure.

It is always advisable for human beings to bear in mind the fact that flesh is not immortal and to deport themselves accordingly. Both the spiritual and the temporal concerns of men should be kept in such continual order that no misfortune to themselves may occur from any want of attention to the first, or to their heirs through any neglect of the last. It cannot but conduce to that steadiness of mind and intrepidity of spirit which are so potential as defense against contagion, to have the assurance that one's house is so in order and one's account for this world and the next so squared and balanced that nothing will remain to be done in case of a sudden citation. And it would be well to remember that the presence of a pestilential disease is, in a degree, an incubus upon the powers, mental and physical of all who are within the area of its activity indisposing them—whether or not seriously affected—to action of mind and body.

HENRY HEED.

WASHINGTON, D. C., Aug. 19.

IN A ROMAN CHARIOT.

Difficulty in Securing a Woman to Handle the Ribbons.

[Chicago News.]

"Yes, I wish to engage a lady to drive four horses in a chariot race at the country fairs for the season," said a large man in answer to the reporter's inquiry as he stepped in front of a small shed which answers for an office on Desplaines street.

I am willing to pay all expenses and a good salary, but up to date have not succeeded in getting any one to suit me. My wife and I have followed this business for eleven years, giving representations of the national sport of the Roman empire—chariot racing. My wife has driven one team and I the other. She injured her ankle last fall and is unable to use it, and I find it almost impossible to secure any one to drive in her place. You see four horses are harnessed abreast. Come back to the barn and I will show them to you. That is one of the chariots (indicating a curious vehicle which stood under a shanty). These four blacks are for the lady," and he pointed to one side of the stable where five glossy, spirited animals were standing. "I drive four grays. The drivers, as you probably know, stand up in the chariots and lash the horses into the wildest and most breakneck speed. It requires a woman of mighty strong nerve and a heap of muscle to do it. That is one of the drawbacks in getting any one who is fitted to the work. A woman may have the 'dare,' but she's got to have the strength to back it up. I had one woman on trial who was strong enough and not afraid of anything on earth either; but she wouldn't answer for the business."

"Too good looking, maybe?" hazarded the reporter.

"Naw; didn't know how to behave. At least her conduct was objectionable. I don't want and won't have any woman who is not of respectable character. If I should take a woman out into the country towns as a public spectacle who would conduct herself otherwise than with the utmost discretion she'd ruin my business. And the notoriety obtained by their public appearance at fairs all over the country, as a dashing Roman matron, is such that few reputable women, unless accompanied by their husbands, care to engage in it. That reason, combined with lack of bravery and muscle, makes it very difficult for me to get a lady to suit. If I can't get one to fill the requirements to a 't' I won't show at all till my wife gets well. Want to take a swing in the chariot behind the blacks out at the driving park some morning? No? Well, good-day."

Continental Advertisements.

[The Argonaut.]

When continental advertisers, bent upon lightening British purses, rashly venture to attack Englishmen in their own tongue, the result is often disastrously comical. The proprietor of a "milk-cur" establishment in Aix-la-Chapelle, founded before twenty years of orders from the magistrat," boasts that his quality of "Suisse and his experiences causes him to deliver a milk pure and nutritive, obtained by sounds cow's and a natural forage." One Parisian hoosier informs his hoped-for patrons he possesses patent machinery for cutting "sirths"—Franco-English, we presume, for shirts. Another proclaims his resolve to sell his wares dirty cheap; and a dealer in butter, eggs and cheese, whose "produces" arrive every day "from the farms of the establishment without intermediat," requests would-be customers to send orders by unpaid letters, as "the house does not recognize any traveler."

A Hamburg firm notifies that their "universal binocle of field is also preferable, for the use in the field, like in the theatre, and had to the last degree of perfection concerning to rigorousness and pureness of the glass," while they are ready to supply all comers with "A Glass of Field for the Marine Sirvice objectly opening in extra stout lac-leather etui and strap, at sh 35 shillings 6 pence." This is a specimen of "their "English young man's" powers of composition that would justify the enterprising opticians in imitating the Frenchman whose shop window was graced with a placard bearing the strange devices "English spoken here a few."

No Place for Tyros.

[Lexington (Ky.) Letter.]

Rich as the Blue Grass country is, its fertile acres are not for the fool. Peniston, who struck $600,000 in the Havana lottery, came here and salted down a good portion of the money in a farm and went into stock raising with a handsome credit in the bank. In three years his last dollar and his last acre were gone. Now he is tending bar in a Philadelphia beer saloon. "I saw one of the jobs put up on him right here in Lexington," said a native. "Peniston had set his mind on buying a stallion at an auction sale. He could have got the horse for $1,000 at a private bargain, but he didn't know it, and when three or four fellows who were in the scheme started some lively bidding, he let them run the figures up to $10,000 on him, and paid that exorbitant price while the whole town was laughing at him."

The Popular Style.

[Philadelphia Call.]

Architect.—Well, I declare that is a pretty fair house plan for an amateur, only you have left no space for stairways and closets. Did you make it yourself?

Prospective Builder—Yes, but the only thing that puzzles me is to know what style of cottage it is. It is not Gothic, nor Italian, nor——

"No, it is absolutely nothing. As to style, it is simply a meaningless hodge-podge, to be frank with you."

"Well, what shall I call it, have you no name for hodge-podges?"

"Oh! yes. We call 'em Queen Anns."

A Lovely Time.

[Philadelphia Call.]

Miss A.—Yes, I have just returned from Canada. I had a lovely time. Met everybody in the best society.

Miss B.—You like the Canadians then?

Miss A.—Oh, I did not associate with Canadians, but Americans. The American society there is just splendid. I had such lovely rides with Mr. Minks, the rehypothecator, and Mr. Finks, the ex-financier, and I nearly fell in love with Mr. Pinks, the handsome young embezzler, and I just wish you could have seen Mr. Binks, the eminent defaulter, lead the German; he is just too sweet for anything.

It Makes the World Go Round.

[Reading News.]

He (at the house of a friend)—May I have the pleasure of accompanying you home, Miss Smith?

She—Certainly Mr. Brown.

He (at the door of the Smith mansion)—Good night, my darling. You have made me very, very happy.

She—Good night, George, dear. There, that's enough; you are ruffling my hair. Good night.

Hard Pan Mineral Water.

[Burdette in Brooklyn Eagle.]

In some of the prohibition towns they sell Selters water for an ague cure, and it tastes so much like whisky smells that when a man has eaten about a soup dish full of it, he says, "I want to go home" in one syllable and "watch-key" in about thirty.

TRAVELERS' GUIDE

CANADIAN PACIFIC RAILW'Y

Time Card No. 5.

To take effect at 12 p. m. Sept. 4, 1884.

GOING EAST.				STATIONS.		GOING WEST.	
No. 3. Freight.	No. 1. Mixed (Tuesday, Thurs.	Miles from Victoria.	Miles from Esquimalt.			No. 2. Mixed (Monday, Wed.	No. 4. Freight only.
5.00 p.m.	5.00 a.m.	0		Lv.	Portland	Ar	6.30 p.m.	6.00 p.m.
6.00 "	6.00 "	0		Ar.	Port Moody	Dp	5.30 "	5.30 "
7.00 "	7.00 "	12		D.	Pitt Junction	A	5.00 "	5.00 "
7.20 "	7.20 "	16			Whonnock		4.40 "	4.10 "
8.25 "	8.25 "	30			Mission		3.35 "	3.15 "
9.10 "	9.10 "	40			Nicomin		2.50 "	2.35 "
9.35 "	9.35 "	49			Harrison River		2.25 "	1.50 "
10.35 "	10.35 "	68			Agassiz		1.25 "	12.50 "
11.20 "	11.20 "	68			Ruby Creek		12.40 "	12.05 "
12.00 M.	12.05 p.m.	76			Hope		12.00 M.	11.50 A.M.
12.45 "	12.45 "	92			Texas Lake		11.05 "	11.05 "
1.10 "	1.10 "	83			Emory		10.45 "	10.45 "
1.30 "	1.30 "	90		A.	Yale	D.	10.25 "	10.25 "
	3.30 "	90		D.	Yale	A.	10.00 "	10.00 "
	3.30 "	102			Spuzzum		8.10 "	8.10 "
	4.30 "	117			North Bend		7.00 "	8.00 "
	5.30 "	128			Keefers		7.00 "	7.00 "
	6.45 "	138			Cisco		5.30 "	5.30 "
	7.45 "	148			Lytton		4.30 "	4.30 "
	8.00 "	151			Spences Bridge		4.10 "	4.10 "
	8.40 "	154			Thompson		4.40 "	4.30 "
	9.40 "	165			Drynock		3.10 "	3.10 "
	9.50 "	166			Spence's Bridge		3.40 "	3.40 "

Train No. 5—Freight.

Leaves Yale for Spence's Bridge at 7 P. M. Sundays only.

A. ONDERDONK, General Manager. M. J. HASEY, General Superintendent.

Scale of charges from Victoria to the undermentioned points. Tickets can be procured from Messrs. Hall & Goepel, Government street.

	1st Class.	2d Class.	3d Class
Boston	$125 50	$109 50	$74 50
New York	133 50	107 50	72 50
Halifax	148 50	118 50	83 50
St. John, N. B.	144 00	115 50	83 50
Philadelphia	131 75	103 60	71 00
Montreal	133 20	103 70	70 50
Toronto	127 50	101 50	69 50
Kingston	122 25	103 70	66 70
Ottawa	133 60	109 00	71 00
Hamilton	127 20	101 50	66 50
Guelph	125 75	101 50	66 50
London	124 90	99 90	64 90
Buffalo	127 50	101 50	66 50
Detroit	121 50	96 50	63 50
Chicago	113 50	90 50	60 00
St. Paul	105 00	82 00	52 00
Duluth	105 00	82 00	53 00
Winnipeg	113 25	90 25	52 25

Pullman Car accommodation from Portland to St. Paul can be secured at the above office in advance. A Dining Car is attached to all through trains; meals served at 75 cents. The Atlantic Express leaves Portland daily at 10:05 A. m., affording travellers an excellent opportunity of beholding the unrivalled scenery of the Columbia River so far as The Dalles

Condensed Through Time Table.

Passengers going South and East will find the following time card of interest:

				STATIONS.			
Miles from Portland.	Miles from Victoria.	Miles from Esquimalt.					
11.40 A.M.	1st day	0		Lv.	Portland	Ar	4.05 P.M.
12.30 P.M.		0		Ar.	Rose Portland	Lv	3.15 P.M.
4.35 "		0		Ar.	Rose River	Lv	2.25 "
5.50 "		"		Ar.	Dalles	Lv	6.55 "
6.05 "		"		Lv.	Dalles	Ar	6.35 "
10.12 P.M.		0		Lv.	Celilo	Ar	2.49 "
11.10 A.M.		206			Echo		1.47 "
2.00 "		206			Umatilla		10.00 "
3.30 P.M.		214		Ar.	Wallula Junction	Lv	12.35 P.M.
3.55 A.M.		342			Walla Walla		9.36 "
4.40 "		366			Dayton		8.00 "
5.55 A.M.		"			Patouse Junction		7.10 "
12.00 M.	2d	"			Endicott		1.00 "
2.05 P.M.		"			Colfax		11.09 A.M.
6.20 "		375			Spokane		8.25 "
8.45 "		379			Spokane Falls		5.55 "
10.05 "		401			Hangborn		4.15 "
1.30 A.M.		429			Cheney		2.30 "
3.30 "		448			Hillyard		12.30 P.M.
5.30 P.M.	3d	1464			Heleno		9.00 "
11.20 "		"			Bismarck		3.25 A.M.
1.30 A.M.		1659			Fargo		1.30 "
12.25 P.M.	4th	1901		Ar.	St. Paul	Lv	4.05 P.M.

Emigrant train leaves East Portland daily, at 8:25 A. M., arriving at 4:15 P. M., daily. Time, 5½ days each way.

Steamer leaves Ash Street Wharf at 1:30 P. M., and East Portland at 1:35 P. M., connecting with No. P. R. R. train leaving Kalama 4:45 P. M., for Tacoma, W. T., and intermediate points, arriving at Tacoma at 9:55 P. M. Train leaves Tacoma at 5 P. M., daily, except Sunday, arrives at Kalama at 11:05 P. M. and connecting with steamer leaving there at 11:30 P. M., arrives at Portland at 2:30 A. M.

AT ST. PAUL

Travellers have a choice of routes. Passengers arrive in and depart from the Union Depot, thus avoiding the expense of transferring baggage. The several routes to Chicago, Milwaukee and all points, are

The famous Albert Lea Route.
The great Rock Island Line.
The Chicago, Milwaukee & St. Paul.
The Chicago and Northwestern.
The Royal Route.

The distance from St. Paul to Chicago is about 400 miles. The trip is made in 12 hours. Trains leave each city in the morning, mid-day and evening.

CHICAGO AND GRAND TRUNK TIME TABLE

Chicago & Grand Trunk and Grand Trunk Railways.

	Limited Express	Atlantic Express
Lv. Chicago via C. & G. T. Railway	7.21 P.M.	8.30 P.M.
Ar. Port Huron	1.30 A.M.	2.00 A.M.
" London	4.55 A.M.	11.20 A.M.
" Hamilton	6.50 A.M.	1.55 P.M.
" Suspension Bridge	8.05 A.M.	3.15 P.M.
" Suspension Bridge	8.10 A.M.	3.10 P.M.
" Toronto	9.30 A.M.	4.35 P.M.
" Montreal	7.00 P.M.	7.15 A.M.
" Portland	12.25 P.M.	5.20 P.M.
" Boston via Niagara Falls	12.10 A.M.	5.25 A.M.
" Boston via Montreal	8.20 A.M.	7.05 P.M.
" New York	10.00 A.M.	7.30 P.M.

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	a.m.	a.m.	p.m.	p.m.	p.m.
Lv. Chicago	10.45	10.55	*4.15	10.40	10.55
	p.m.	p.m.	p.m.	a.m.	a.m.
Ar. Detroit	6.10	6.25	11.59	6.55	6.25
	p.m.	p.m.	a.m.	a.m.	a.m.
Ar. St. Thomas	11.30	11.45	*2.25	*10.05	11.20
	a.m.	a.m.	a.m.	p.m.	p.m.
Ar. Toronto (via C. V. R.)	1.30	1.30	6.30	3.40	6.35
	a.m.	a.m.	a.m.	p.m.	p.m.
Ar. Niagara Falls	*2.20	*3.30	*6.35	*1.50	*9.30
	a.m.	a.m.	a.m.	p.m.	p.m.
Ar. Buffalo	3.40	4.00	*7.50	*3.00	10.45

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Fort Street, near the Institute.
Make estimates on every description of buildings. Contracts taken at fair prices and satisfaction given.

CLASSIFIED BUSINESS CARDS.

CUTLERY, FISHING TACKLE, ETC.

M. & H. A. FOX,
Dealers in Pen, Pocket & Table Cutlery Razors, Scissors and E. P. Ware, Fishing Tackle, Books, etc. Government St., opp. White House.

H. H. LESLIE,
ARCHITECT,
OFFICE:—Over E. M. Johnson's, rear of Bank of British Columbia, Victoria.
Plans, Specifications and Contracts Drawn, Estimates given, and Work Superintended.

TAILORS.

HIDES AND CALF SKINS.

W. HEATHORN,
Pays the Highest Price for Hides and Calf Skins, takes consignments and makes prompt returns. Victoria Boot & Shoe Factory and Rockbury Tannery.

MEDICAL.

G. A. DEARDEN, M. D. C. M.,
PHYSICIAN AND SURGEON,
Graduate of McGill University, Montreal.
OFFICE:—Over the London House, Government Street, near Fort.

Dr. MORRISON,
RECENTLY FROM TORONTO, CANADA.
Office, over the London House, Government Street, B. C. Special attention paid to diseases of the Eye and Ear, and diseases of Women and Children. Calls promptly attended both day and night.

SAILING OF VESSELS—RAILROADS, ETC.

For San Francisco.

Carrying her Majesty's Mails, Wells Fargo & Co's Express, and Northern Pacific Express.

The Pacific Coast Steamship Co.'s Steamer

MEXICO

CAPTAIN T. HUNTINGTON,

Will sail from Victoria wharf, outer harbor, for San Francisco on:

WEDNESDAY, OCT. 15, AT NOON.

Intending Shippers are requested to make arrangements for Freight as early as possible, so that room may be reserved for their shipments.

Freight for shipment by her is required to be on the wharf of the undersigned by 5 o'clock P. M. Monday, the 6th October.

The Mexico will connect at San Francisco with the China steamer sailing for Hong Kong on the 18th inst.

For Freight and Passage apply to

WELCH, RITHET & CO.,
oc2-tf Agents.

Pacific Mail Steamship Company.

THE COMPANY'S STEAMERS WILL SAIL FOR HONGKONG via YOKOHAMA as follows:

CITY OF PEKING, October 18th,
At 2 o'clock P. M.

Excursion tickets to Yokahama and return at reduced rates.

For NEW YORK via PANAMA.

SAN JOSA; - October 15th,
At 10 o'clock A. M.

Taking freight and passengers for Masatlan, Acapulco, Champerico, San Jose de Guatamala, Acajutla, La Libertad and Punta Arenas.

For Honolulu, Auckland and Sydney.

CITY OF SYDNEY, Sat. Oct. 25,
at 2 o'clock p.m. or immediately on arrival of the English mails.

$10 additional is charged for upper cabin passage.

For freight or passage apply at the office, corner First and Brannan streets,

WILLIAMS, DIMOND & CO., Gen. Agents.

FOR SEATTLE.

Via PORT TOWNSEND.

The Swift, Elegant and Commodious Steamer,

ELIZA ANDERSON,

Will leave Victoria for the above-named ports every

Sunday at 2 o'clock A. M., and Wednesday and Friday at 2 A. M.,

Returning from Seattle, leave Tuesdays, Thursdays and Saturdays at 6 A. M. oc4

Through Steamer!

FOR

NEW WESTMINSTER,
PORT HAMMOND,
CHILLIWHACK
And Way Ports,

The New, Fast and Commodious Twin-Screw Steamer,

TEASER

W. MOORE, Master

Carrying Freight and Passengers at Reduced Rates.

Will Sail for the above ports

From Turner, Beeton & Co.'s Wharf,

TUESDAYS, at 11 o'clock P. M.
SATURDAYS at 10 o'clock A. M.

Commencing Tuesday, Sept. 30.

RETURNING, will leave Chilliwhack for Victoria and Way Ports.

Monday and Friday, at 6 A. M.

SECURE YOUR TICKETS FOR Overland Travel BY THE GREAT Albert Lea & R'k Isl'nd ROUTES.

Connecting with the N. P. R. R. AT ST. PAUL AND MINNEAPOLIS

COMFORT, SPEED, PLEASURE, CHEAPNESS,
—ALL COMBINED,—

HALL & GOEPEL, Agents, Victoria.

CHAS. KENNEDY, Passenger Agent, Portland, Oreg

CITY ADVERTISEMENTS.

THE GREAT OVERLAND ROUTE.

Northern Pacific R. R.

THE ONLY LINE

Running through trains to the East via. St. Paul Minneapolis or Duluth

ONLY LINE running Pullman Palace Cars.
ONLY LINE running Palace Dining Cars. (Meals 75 cents.)
ONLY LINE running Luxurious Day Coaches.
ONLY LINE running Elegant Emigrant Sleeping Cars, with berths FREE OF CHARGE.
NO CHANGE OF CARS OF ANY CLASS.

ATLANTIC EXPRESS LEAVES PORTLAND 11:40 a.m. daily, arrives at Minneapolis or St. Paul, 10:25 noon FOURTH DAY. Connections made at St. Paul or Minneapolis for all points East, South and Southwest.

Through connection from Victoria made with Atlantic Express at Portland.

CHAS. S. FEE,
Gen. Pass. Agent, St. Paul

A. D. CHARLTON,
Gen. Western Pass. Agent
No. 2 Washington Street, Portland.

HALL & GOEPEL, - - - Agents
VICTORIA, B. C.

Esquimalt and Nanaimo Railway.

Contractor's Office,
VICTORIA, Sept. 22, 1884.

Schedule of Wages

For WHITE LABOR on the Esquimalt and Nanaimo Railway.

Rock Foremen	$3 00 to $4 00	per day
Earth Foremen	2 50	3 00 "
Bridge Foremen	2 50	3 00 "
Bridge Carpenters		3 00 "
Blacksmiths, 1st class		3 50 "
Drillers	2 00	2 25 "
Laborers	1 75	2 00 "
Hewers		2 00 "
Choppers	1 75	2 00 "

All outside labour ten hours per day.
All carpenters to furnish their own chest tools
All employees find themselves bed, board and lodging.
Boarding Houses will be convenient along the line.
Board, $4 per week.
It will not be compulsory for employees to board in the company's houses.
Wages will be paid monthly on the 15th of each month.

GRAHAM & BUSK,
Sept. 22—tf. Contractors.

McKENZIE & MESTON.

Carriage Makers AND BLACKSMITHS.

GOVERNMENT STREET.
Between Johnson and Pandora Streets.
VICTORIA, B. C.

A. B. FRANCIS,

IMPORTER AND DEALER IN
Hardware, Cutlery, Crockery,
WOODENWARE, COOKING UTENSILS, LAMPS, BRUSHES AND TWINES.
A full line of House and Ship Carpenters' Tools.
COR. JOHNSON & STORE STREETS
VICTORIA, B. C.

VICTORIA Transfer Company,

[LIMITED.]
Incorporated, $50,000 Capital.

Livery and Hack Stables.

Corner Government and Johnson Streets

The Largest and Finest stock of Horses, Carriages, Phaetons, Buggies, Etc., in the City

BAGGAGE TRANSFERRED TO AND FROM THE STEAMERS.

Telephone Call 129.

LARGEST AND FINEST STOCK OF

PICTURES, MOULDINGS, Picture Frames, Mirrors, Fancy Brackets, Cornices, Etc., Etc.

Office and Fine Furniture Made to order and on hand.

REDUCED PRICES, BEST GOODS.

JOSEPH SOMMERS,
209 Government street, 2 doors below Fort st.

J. P. DAVIES & CO., AUCTIONEERS Commission Merchants.

WHARF STREET.

A. B. JOHNSTON. T. W. GLADMAN

JOHNSTON & CO., WHARFINGERS, AND Commission Merchants

IMPORTERS AND DEALERS IN

Groceries, Provisions,

Grain, Feed, Hay and General Farm Produce.
Bastian Street, under the Foresters' Hall.
NANAIMO.

The Trade and Families Supplied.

Agents for P. C. S. Company's line of San Francisco and Portland steamers, East Coast steamers and B. C. Express Company.

WHITE HORSE Saloon and Grocery.

THE UNDERSIGNED, HAVING PURCHASED the above well known Saloon and Grocery, will keep constantly on hand a general assortment of the best Groceries, Liquors and Cigars. Meals to order and on hand. Rooms, Clean and Tidy. Supplied to Rooms, Families, Excursion Parties, etc. etc.

se5-1m JOHN WALSH.

CITY ADVERTISEMENTS.

Grand Pacific Hotel.

Cor. Johnson and Store Sts., Victoria, B. C.

This new three-story fire-proof Brick Building was expressly built for a hotel, with all well-furnished rooms and is one of the best located Houses in the City.

$1.00 A DAY AND UPWARDS.

The bar will be found well stocked with the best brands of wines, liquors and cigars.

Billiards and Pool Tables.

DAVID ELLIS, (Late of the Commercial Proprietor.

BEACON HILL Park Hotel.

Only One Mile from town, and in close proximity to the Exhibition Grounds.

The Agricultural Exhibition, September 26th and 27th!

Suites of Rooms for Families and Private Parties.

The Hotel Bar

FURNISHED WITH THE

Best Wines, Liquors and Cigars.

Lovely Scenery All Charges Reasonable.

SAMUEL EVANS Prop'r.

HUGH CALWELL,
HORS

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT MONDAY.

Victoria, Saturday, October 11, 1884.

THE TIMES,

PUBLISHED DAILY AND WEEKLY, BY THE TIMES PUBLISHING COMPANY.

OFFICE.—Government Street, Near Johnson.

TERMS OF SUBSCRIPTION.

DAILY TIMES, by mail to any part of Canada or the United States:
One year for.....$5.00
Six months.....2.75
Three months.....1.50
Delivered in all parts of the city by carrier, at 25 cents per week.

THE WEEKLY TIMES, per year.....$1.00
" " six months.....1.25

TERMS—Strictly in advance.

The Weekly Times is published every Friday morning, is an excellent readable family journal, sent to all parts of Canada and the United States free of postage.

TRANSIENT ADVERTISING—Per line, solid nonpareil: First insertion, 8 cents; each subsequent consecutive insertion 4 cents. Advertisements not inserted every day, 8 cents per line for each insertion. No advertisement in this classification inserted for less than 25.

REGULAR COMMERCIAL ADVERTISING, to be distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing business—published at the following rate per line space of solid nonpareil, the duration of publication to be specified at the time of ordering advertisement:

More than two days and not more than one week, 20 cents.

More than one week and not more than one fortnight, 30 cents.

More than one fortnight and not more than one month, 40 cents.

No advertisement under this classification is inserted for less than $1 50" accepted only for every 25 insertion.

PROFESSIONAL CARDS, Classified, 50 cents per word per month. No card inserted for less than $2.00.

Notices inserted amongst regular reading matter Rems, 15 cents per line for each and every insertion.

Where cuts are inserted they must be ALL METAL—not mounted on wood.

Advertisements unaccompanied by specific instructions inserted until ordered out.

Advertisements discontinued before expiration of specified period will be charged the same as if continued for full time.

Special rates for WEEKLY TIMES.

TO ADVERTISERS.—Changes for advertisements for the Daily edition must be handed in to this office not later than 10 A. M. on the morning of publication; otherwise insertion cannot be guaranteed.

Address, THE TIMES PUBLISHING CO.
Victoria, B. C.

THE Liberals of Glasgow have unanimously resolved to erect a statue to Mr. Gladstone.

THE Brussels Copyright Congress is of opinion that any unorthorized reproduction of an author's work is an infringement of his rights.

THE New York Chamber of Commerce passed resolutions stating that the hostilities between France and China imperil the commercial interests of all nations.

THE hoisery manufacturers of Nottingham have notified their employes of a reduction of wages, owing to the dullness of trade and the keenness of foreign competition.

THERE is every probabiliy that the Hon. L. S. Huntingdon will again enter public life at an early date. His presence in the House in the Liberal ranks will be a powerful reinforcement to that party.

LONDON is becoming alarmed at its own phenomenal growth. Even now, though the pace has been a little checked, the metropolis adds a new Brighton to itself every year, building from twenty-five to thirty thousand houses. In a short period a fourth of England will be concentrated in a district a few miles square.

EARL DERBY has ordered the Government of the Cape of Good Hope to report immediately what resources are necessary to suppress the inroads of the Boers. It is reported that the Cabinet has reserved the policy hitherto pursued in South Africa, and will send General Wolseley to crush the Boers after he has settled affairs at Khartoum.

THE largest gold nuggets ever found were the following: The Sarah Sands nugget, found at Ballarat. It weighed 130 pounds Troy, or 1560 ounces. This, at £4 per ounce, would be worth £6140. The Blanche Barkly nugget, dug up at Kingower. It weighed 145 pounds, and was worth £6960. The Welcome nugget, found at Ballarat. It weighed 184 pounds, and was sold for £10,000. This was the largest ever found.

WHILE the American press is discussing the subject of India as a competitor of the business of shipping wheat to Europe, news comes that there is a serious famine in Bengal. It may be that, considering the frequency of serious famines in India, the authorities would be wise to adopt Joseph's plan when he was ruler in Egypt, and fill storehouses with the surplus produce of plentiful years, in order to have a supply during years of scarcity. India had better provide for her own wants before exporting to England.

THE St. John, N. B., *Globe* concludes a lengthy article on the proposed union of the West India islands and Jamaica to Canada thus: "We believe that when any English colony in America makes up its mind to enter the Canadian Union, Great Britain will offer very little opposition. The disposition of England at the present time is to let the colonies do as they please, and this is a sound and liberal policy. The Mother Land does not desire to impose her will upon her children when they think they can do better if allowed to act for themselves."

A THOUGHTFUL French writer sees no prospect of his nation ever getting to be in sympathy with the Tonquinese. He works out very ingeniously the radical differences in the structure of the mind of the two races and declares that this will always keep a abyss between the conquerors and conquered. French ironclads and heavy guns just now would cast a chill over this sympathy, even if the Gallic intellect could be brought to look at things from a Tonquin standpoint. Heavy artillery has never been a promoter of international sympathy.

THE total of fire losses in the United States and Canada promises to be of startling proportions by the end of the year. During August there were no less than 185 fires, each of which caused a loss of $10,000 or over. The aggregate loss by these 185 fires was $8,500,000. Adding for losses which did not come up to $10,000 each, and for unrecorded or omitted fires an estimate of $2,000,000, and the total cost to the countries of August fires was $10,500,000, a total never before equalled during that month. This brings up the total for the eight months of 1884 to $74,000,000. This is at the rate of $111,000,000 per year.

NO NEW APPOINTMENT NECESSARY.

In certain quarters the appointment of an Inspector of Schools for this Province is being agitated. By many it is said such an officer is now necessary, which may be quite correct, but we are of the opinion that if an assistant was provided for the present Superintendent, that for a time at least the Province would be spared the additional expense of another high priced official. Much of the time of the Superintendent is taken up with answering correspondence, compiling statistics, etc., all of a routine character that could easily be performed by an active, intelligent clerk. Let the Superintendent's time be devoted entirely to visiting, examining, grading and classifying all schools within reach of Victoria, by boat or rail. The present Superintendent of Education is well fitted for the work of Inspector. A thorough scholar, well acquainted with the methods of imparting instruction, as is proved by his success as a teacher, and his love for the profession, all point to him as the man for the position. Any strictures he might require to exercise, or advice to teachers, would be given so as to meet the wants of the case. Schools beyond easy access of Victoria could be examined and reported on by local men at very little expense. Principals of graded schools, besides having their own special work to do, are expected to have a general supervision over all the departments, examine and place pupils who came in during the term. All of which requires a great deal of time that should be given to the class under their charge.

AMERICAN POLITICS.

On Tuesday next, 14th inst., the state election will be held in Ohio. The result of this election will have considerable effect upon the Presidential contest, which takes place on November 4th. During the past twenty years Ohio has been looked upon as a Republican state, although the Democrats have on several occasions carried the state in elections similar to that which is to be held next Tuesday. At present nearly all the Congressmen from that state are Democrats, which fact leads many to suppose that party will carry the state this time. This, however, is hardly probable. During the past few years Ohio has become a great manufacturing center, and the Republicans will poll a strong vote, knowing that much depends on their success on Tuesday for their success in the Presidential election. Ohio can hardly afford to let the Democrats gain power now, as the success of that party, in a national sense, would mean a very low tariff on imported goods, a move which would be disastrous to that state, as well as all others engaged very largely in the manufacture of iron, woolen and cottons. Hence it is more than likely that the Republicans will carry the state by from 15,000 to 20,000 majority. Mr. Blaine, the Republican candidate for President, has recently visited that state, together with other western states, where many brief speeches have been made relative to the approaching contest, and his influence will undoubtedly be felt.

As regards the National contest, it is yet too early to make many predictions. The South will go solid Democratic, beyond a doubt, but owing to the small number of electoral votes in the Southern States it will be necessary for the Democrats to carry several Northern or Western States to assure them success. From present indications Mr. Cleveland, the candidate of the Democracy, will not carry New York, his own State, and he will have up hill work to carry any of the Northern manufacturing States. Mr. Blaine's attitude, while a member of the Senate on the Chinese question, assures him every State on the Pacific coast, and the Democrats are making no effort to secure either California, Oregon or Nevada. Altogether the battle appears to be pretty much one-sided, notwithstanding the efforts of the Democratic press to make political capital out of issues that cut no figure in the present campaign.

CANADIAN EXPORTS.

The goods entered for consumption in the Dominion during the month of July were valued at $7,163,432; the duty collected thereon being $1,854,553. The free goods for the same month amounted in value to $2,240,566. The duty averaged 24¼ per cent.

Articles.	Value.	Duty.
Grain of all kinds	$ 109,654.00	$ 15,738.00
Flour and meal	376,107.00	42,487.00
Rice and all other breadstuffs	91,141.00	18,121.46
Coal of all kinds and coke	379,269.00	68,892.72
Cotton, manufactures of	695,580.00	162,546.54
Fancy goods	166,738.00	35,580.56
Glass and glassware	193,854.00	29,566.52
Iron and steel, and manufactures of	686,502.00	137,928.37
Leather and manufactures of	130,624.00	27,935.08
Bacon, hams, beef, pork and mutton, butter, cheese and lard, poultry	156,150.00	27,450.92
Silk manufactures of	215,497.00	40,691.55
Sugar, equal to No. 9, and not above No. 14, D. S.	179,523.00	96,891.49
Sugar, below No. 9, D. S.	369,121.00	103,344.56
Molasses for refining	109,341.00	16,951.43
Woolen manufactures	1,231,044.00	318,876.09

It will be observed that there were no less than 446,000 bbls of American flour, valued at $1,770,000 imported during the first five months of the present fiscal year, a considerable quantity of which no doubt was for this Province. The exports from Canada for July were, home produce, the mine, $355,670; the fisheries, $738,241; the forest, $4,439,161; animals and their products, $3,159,603; field products, $922,691; manufactures, $231,532; miscellaneous, $40,-938. Total, $9,387,836.

CABLEGRAMS.

EQUAL COMMERCIAL PRIVILEGES.

MADRID, Oct. 8. Spain has granted France, under the most favored nation clause, the same trade privileges in the West Indies as are enjoyed by the United States.

BATTLE AT DHOFAR.

VIENNA, Oct. 8. A battle has taken place before the fortress of Dhofar, and 300 rebels were killed and wounded.

HERBERT BISMARCK'S MISSION.

LONDON, Oct. 9.—It is stated that one of the objects of Herbert Bismarck's mission to England and France is for obtain the extradition of German socialists as common law offenders.

PARIS, Oct. 9.—Herbert Bismarck, upon receipt to-day of a telegraphic summons, suddenly left the city for Berlin, instead of going to The Hague. Prime Minister Ferry paid two visits to Herbert Bismarck, Wednesday. The latter informed his friends that he had been completely successful in performing his delicate mission to Paris; but the nature of his mission is unknown.

PROSPECTS OF A COMPROMISE ON THE FRANCHISE BILL.

LONDON, Oct. 10.—The prospects of a compromise on the Franchise bill being reached between the Conservatives and Liberals is improving. It is allowed that the Government's scheme for the redistribution of parliamentary seats to correct the dis parity which now exists between representation and population in counties and burroughs has smoothed the way for settlement. The Marquis of Salisbury and his Conservative colleagues, the Duke of Richmond and the Earl of Cairns are holding a conference at Gordon Castle, the residence of the Duke of Richmond, looking to a settlement of the difficulty with the Liberals.

THE CHOLERA.

MADRID, Oct. 10.—During the past 24 hours there were four deaths from cholera in Spain.

ROME, Oct. 10.—The reports from the cholera infected districts of Italy in the past 24 hours give 121 fresh cases and 70 deaths.

UNITED STATES.

WIFE MURDERER EXECUTED.

FORT WAYNE, Oct. 10.—Chas. W. Butler, one of the most noted criminals in the State of Ohio, a son of Dr. Geo. Butler, a wealthy physician of Columbus, Ohio, was executed at Columbus City, Indiana, to-day, for the murder of Abbie Butler, his young wife, at Pierceton, Indiana, September 29th, 1883. His trial occupied nearly a month. All that wealth and influence could do was done to save him from the gallows, but with no avail. Up to last evening Butler preserved the utmost indifference as to his fate, but when advices were received last night that the Supreme Court and Governor had refused to interfere in his behalf, he broke completely down and wept bitterly. He walked calmly to the scaffold. He made an incoherent speech, declaring that those concerned in his conviction would be sorry for it.

THE WEEK'S FAILURES.

NEW YORK, Oct. 10.—The failures for the last seven days in the United States were 196 and Canada 24. The failures are below the average in the Western, New England and Pacific States, but an increase is noted in the Southern and Middle States and New York City.

SCARCITY OF TOBACCO.

PETERSBURG, Va., Oct. 10. The tobacco factory of Wilson & McGill, one of the largest in this city, has temporarily suspended operations. It employs over 500 colored operatives. The suspension is due to the scarcity of tobacco for manufacturing purposes, which retards the work more or less in other factories in this place.

O. R. & N. EARNINGS.

NEW YORK, Oct. 10. The annual report of the Oregon Railway and Navigation Company, for the year ending June, 1884, will be issued in a few days. It will show that the company earned within twenty thousand dollars of 7½ per cent. net.

BAD FAITH.

PORTLAND, Or., Oct. 11.—The Oregonian of to-day prints interviews with the heaviest shippers of this city, showing the probability that a majority will not sign contracts next year with the Northern Pacific, but will give their business to the Union Pacific and Oregon Short Line. The present contracts with the Northern Pacific expires January 1st next. The reason alleged is bad faith on the part of the Northern Pacific.

COMMERCIAL NOTES.

The capacity of the C. P. R. elevator being erected at Fort William is to be increased from 700,000 to 1,000,000 bushels.

The receipts of wheat at Liverpool during the past three days amounted to 233,000 centals, of which 87,000 are American. The receipts of corn for the same time were 43,800 qrs. The weather in England yesterday was fine.

We see it stated that coal will be delivered this winter in Winnipeg at $7.50 per ton. Three years ago the price ranged from $20 to $24 a ton, and the reduction has been brought about by the development of the Saskatchewan coal fields which the construction of the Pacific railway westward rendered possible.

A whole mountain of rock which turns out to be a fine specimen of marble, has been found at Nepigon Bay. It is dry, brindle, and very hard, and it is said to be the best stone on the continent for building foundations. Large quantities are being shipped to Chicago for the purpose of being used in the Board of Trade hotel which is being built there.

The Northern Pacific is not enjoying the monopoly of the cattle trade from Montana this fall, as has hitherto been the case. The Canadian Pacific has already taken several train loads through from Maple Creek, and many more loads are expected to arrive before the winter sets in. Ninety car-loads are likely to reach Port Arthur next week for the Chicago markets, and the trains containing them will be pushed through to their destination with all possible speed. The cattle will remain over at the yards at Port Arthur for a short time, in order that they may be fed, watered and rested.

The latest Australian news is to the effect that the outrun of the last wheat crop in that country was little more than half of what was expected, and the fact did not appear till after thrashing was well under way. Hence the export surplus was only about 14,000,000 instead of the 24,000,000 originally talked of, and the greatest part of that has already left the country. A gentleman in the export trade says that the hardening of quotations in Western Europe is largely due to this fact. We note, also, that H. K. Jackson is credited with the assertion that English farmers will reduce their wheat sowing by 1,000,000 acres, and the French will reduce theirs by 5,000,000 acres. More familiar news, because nearer home, is to the effect that American farmers have also largely reduced the acreage sown to winter wheat. It would not be out of the usual order of nature if this year's plethora should be followed by a production much below the average.

LATEST CANADIAN NEWS

EX-Mayor Manning is seriously prostrated by the death of his oldest daughter.

Voting on the Scott Act in the counties of Huron and Dufferin has been gazetted for the 30th.

It is rumored that Judge A. Stewart, of Quebec, will be made Chief Justice in place of Chief Justice Meredith, resigned.

The traffic receipts of the Grand Trunk railway for the week ending Sept. 27th were $57,000 less than in the corresponding week in 1883.

The Canadian Post Office Department will take part in the exhibit of postal appliances at the New Orleans Exposition.

Elias Thompson, a wealthy lumberman of Montreal, had a satchel containing papers valued at $10,000 stolen from him on the train.

The nomination for the Legislature in county of Megantic will take place on the 15th of October. The candidates are Belhume, (Conservative,) and White, (Liberal).

A special cablegram says that the statue of the late Hon. George Brown was yesterday placed on board the Erie King, which sailed for Montreal a few days since.

It is understood that the Canadian Pacific has decided to abandon, for the time being, the construction of the proposed line from Smith's Falls to Montreal.

Notice is given in the Gazette of the application for letters patent incorporating the Medicine Hat Coal Mining Company. Capital, $200,000. Headquarters, Toronto.

Owing to dullness in the cotton trade, the Hudson mill has further reduced its output by fifty looms. A large number of hands have been dismissed. The mill has $350,000 worth of white cottons on hand—enough to supply all Canada for six months.

James Villeneuve, son of the Mayor of St. Jean Baptiste, a suburb of Montreal, ran away with $1,400 of his father's money and Emma Lemaire, of Quebec. Detectives recovered a couple of hundred dollars from the pair while spending their honeymoon in New York State.

Dr. Cosse, the Chicago dynamiter, who shot a man named Hamilton in a house of ill-fame at Orillia some time ago, was arraigned and pleaded "not guilty." The trial has been postponed till the spring assizes owing to the absence of important witnesses in the States.

In the case of Mrs. Ward, of Shelbrooke, P. E., who is held for the alleged poisoning of John Rothwell and her husband, Wellington Ward, in January last, the grand jury yesterday brought in a true bill for wilful murder.

The Finance Committee of the corporation of Montreal, recommends the council to vote $30,000 to assist the Canadian Pacific in the construction of the monster elevators, which Mr. Van Horne has decided to increase in size, so as to hold half a million bushels each.

At a joint meeting of the Brantford Council and Board of Trade it was decided to make strong endeavors to secure the re-location here of the late G. T. R. shops in London. A deputation will wait on Mr. Hickson with regard to the matter. A bonus from $50,000 to $100,000 is talked of.

Pardee and Fraser were also examined. Pardee's evidence is somewhat similar to Mowat's and Hardy's. Fraser admitted that he had proceeded with a view to trap the conspirators, and he had said so. The conspirators had fallen into their own trap. He denied having seen a "Round Robin" or having anything to do with its disappearance.

Scott's banking house has been closed since Tuesday. There is considerable excitement amongst the depositors in Oakville. E. R. Scott, the manager, left for Toronto on Wednesday, and nothing has been heard of him since. The house is a branch of the Wingham house, the proprietor of which, C. Tait Scott, was found guilty of fraud at the Huron assizes a few days since.

Hon. Mr. Hardy was examined before the Bribery Commission on the 3rd inst. He emphatically denied that he or any other member of the Government had deputed McKim or Balfour to endeavor to entrap Bunting. The Government had placed Bunting on a plane with the other offenders, and were anxious to punish them all. He told nothing that has not already been made public.

At a late session of the Bribery Commission E. J. Vicars, a strong Conservative, swore that a few nights previous to the exposure of the plot in the House Messrs. Fraser and Hardy passed him on the street and he heard Hardy remark: "If our scheme with Balfour works we will fix them." Hardy and Fraser entered the box and gave the statement an unqualified denial. The latter said it was a lie from whole cloth and promised to look up Vicar's antecedents. The Commission adjourned until Monday when Messrs. Bunting and Meek will call witnesses in their own defence.

THE EMPRESS EUGENIE.

Her Eventful Life Apparently Drawing Rapidly to a Close.

The Queen has invited the Empress Eugenie to pay another visit to Scotland this autumn, and it is probable that she will occupy Abergeldie Castle for a short time in October, after the Prince and Princess of Wales have left for the south, says a London newspaper. According to the European gossips, the life of the ex-Empress Eugenie is drawing very near to a close. If the ex-Empress' life has not been a long one, at least it has been crowded with events exciting and sorrowful after a manner unparalleled in modern history. Such writers as Irving and Merimee have presented to us the little child in frocks, and as well the graceful child in her teens, unconscious of the fate which the future held in store for her grand and gloomy.

SPLENDID AS WAS HER CAREER

During the second empire—so fair and so familiar in all its features that the sewing girls of Paris put aside their braziers of charcoal and resolved to live and become empresses—it was by no means one of unalloyed enjoyment. Her life was spent under the aim of the assassin, or she was made the target of foes still more merciless—of paragraphers and of polemics, who did not shrink from libelling with impartial malignity the sovereign, the wife and the mother. Even about the days when the second empire was crumbling into the abyss, history has twined a garland of dishonoring invention, and we have the empress declaring: "This is my little war!" or dismissing the faithful of the Tuileries with the flippant adieu: "My friends, we have played out the farce!" when, all the time, she was engaged with the crowing affairs of a disorganized state, or

PLEADING FOR HER HUSBAND AND SON,

Or flying for her life from a fate worse than that of the Princess Lamballe.

The life of the ex-Empress Eugenie since the disaster at Sedan has been mournful in the extreme. The crumbling of the fabric of the Second Empire was followed by the death of her husband, and to this succeeded closely the death of her mother and the taking off of her only child, the gallant and ill-fated Prince Louis. Since he fell,

THRUST THROUGH WITH ZULU SPEARS,

And the hopes of a Bonapartist restoration were smitten by the shock, she has remained a mother of sorrow, mourning for her dead with a sincerity that malignity could not impeach and that has acquired for her the respect and pity of the world. Rarely, if ever, in the world's history has so fair a noonday been followed by so black a night. That the end of her days is so near at hand no one who has noted the condition of the ex-Empress' health can doubt. She will go down to the grave a woman misunderstood and misrepresented to her generation a flirt, a fanatic and dictator of foolish fashions, and to the few who have read the lines of her strong character a woman of real talant, of ferved affections and of virtues beyond the reach alike of denial and of detraction.

GENERAL NOTICES.

For Prime Island Elgin Oregon and California Butter, go to Fell & Co., Fort street.

The difficulty in obtaining good butter can be obviated by making your purchases at Fell & Co.'s grocery store, Fort street.

Tagwell's SMOKED SALMON in large quantities, at Ellis & S.

For an excellent meal well cooked, attentive waiters, everything clean and nice, the Oriental Restaurant carries the palm.

Convenient for References.

The B. C. Directory (1884-5) is at present in progress of publication by R. T. Williams, who will spare neither expense nor labor to make it complete in every respect. All subscribers' names will appear in large type. Mr. William Wolz is the authorized canvasser for the Provinces.

Robt. T. Williams, Book Binder, Paper Ruler and Blank Book Manufacturer, Maps and Drawing Paper Mounted. Office of the B. C. Directory. Broad St.

J. BAGNALL & CO., Victoria, B. C., the only exclusive Music House in British Columbia. The largest stock of Pianos and Organs in the Province. A complete assortment of everything in the musical trade.

NEW TO-DAY.

THE CIRCULATION QUESTION TO ADVERTISERS.

The matter of newspaper circulation concerns you. The greater the circulation of the newspaper in which you advertise, the greater the return for the money invested in advertising.

THE TIMES submits the following proposition for acceptance or rejection by the Standard, relative to the question of circulation.

1st. THE TIMES and Standard each to nominate a prominent advertiser, these to nominate a third. The committee then to examine into the circulation of both THE TIMES and Standard.

2nd. THE TIMES to deposit the sum of $100 in the hands of the referee, and to be by him handed over to the city charities, to be indicated by the winner, if its circulation is not already larger than that of the Standard.

3rd. The Standard to deposit an equal amount, and to be similarly applied, if its circulation is not as large as that of THE TIMES.

4th. The same amount and conditions that the average weekly circulation of THE TIMES (daily and weekly) exceeds that of the Standard and Post.

5th. THE TIMES to forfeit the amount if on investigation it is not found that its advertising patronage for the last four months does not exceed that of the Standard. If this is established the Standard then to forfeit the sum already named.

6th. The circulation of the three newspapers named to be published in each of the papers under the editorial head, on the day following that on which the committee reports.

The foregoing are fair proposals and the Standard must now "put up or shut up."

Perseverance Lodge No. 1. I. O. G. T.

MEETS EVERY TUESDAY EVENING AT Temperance Hall, Pandora street, at 8 o'clock. Visiting brethren are cordially invited to attend.

BLUE RIBBON CLUB.

AN ENTERTAINMENT IS GIVEN AT TEMperance Hall every Saturday evening. Good Temperance speakers and Musical Selections, with Recitations, forming a good programme. The Blue Ribbon Band will be in attendance. All are cordially invited. Chair taken at 8 o'clock precisely. S. GRAY, Sec., President.

WANTED, IMMEDIATELY.

A LADY WHO CAN PLAY AND SING WELL and entertain company. To a suitable person good wages will be given. Address Box "A," TIMES office. oct 11.

Climax Washing Powder, the only preparation which gives general satisfaction. Manufactured on Rae street, second house from Douglas street.

Pure wines, pure liquors and pure brandies at Fell & Co.'s.

The best place to buy your groceries is at Fell & Co.'s, Fort street.

The old established grocery house of Fell & Co. sell at bed rock prices.

NOTICE.

Dissolution of Partnership.

NOTICE IS HEREBY GIVEN THAT THE partnership heretofore existing between Thomas Harding and William Haynes, carrying on business at the Vancouver Bakery, Fort street, is dissolved. All debts due the late firm must be paid to, and all liabilities will be met by Thomas Harding.

(Signed) THOMAS HARDING.
WILLIAM HAYNES.

Witnessed by Charles Wilson, Solicitor, Victoria.

Dated the 22d day of September, 1884.

sep 29-2w

NOTICE.

Having disposed of my right, title and interest in the fruit store on Government street to W. H. Bennett, I hereby recommend my successor to the patronage of my customers, thanking them for the favors so liberally accorded to me. All the debts due to me to date are to be paid to me, and all liabilities will be discharged on presentation. W. G. LUKER.

Dated 13th Sept., 1884.

Witness:—W. F. HEISTERMAN.

U. S. Consulate, Victoria, B.C.

NOTICE

To Whom it May Concern:

INFORMATION IS HEREBY GIVEN OF the death of Charles Strohm, late seaman and sailmaker on Board "Ship John A. Briggs," W. P. S. Porter, Master, in Hospital, at Nanaimo, B. C., Sept. 29, 1884.

ROBERT J. STEVENS, Consul.

oct6-1w.

ESTABLISHED 1858.

LANGLEY & CO.,

Pharmaceutical Chemists.

Wholesale and Retail

DRUGGISTS

VICTORIA, B. C.

Dominion Government SAVINGS BANK.

Depositors are requested to present their Pass Books at the Office, on Government Street, for insertion of the accrued interest at the 30th June, 1884.

JOHN GRAHAM,
Assistant Receiver-General.

Victoria, Sept. 12th, 1884. sel5-1m

CALT SAFES.

Received in store another car load (assorted sizes) per steamer Olympian.

These celebrated safes are first class in material and workmanship, and are warranted Fire Proof. The Prices are right.

G. ROBERTSON, Agent.
ROBERTSON, McLAGAN & Co., Estate Agents, Victoria.

C. P. N. CO., LIMITED.

THIS COMPANY HAS THE

Finest and Fastest Steamers in the Province,

CARRYING H. M. MAILS AND B. C. EXPRESS,

Run on Regular Time, offer more facilities to the trade, better accommodations to travelers, tourists, and excursionists, and is always cheaper than competing lines.

Fare to Nanaimo,

Per STEAMER R. P. RITHET.

Friday, October 10. - - - 50 Cents.
Freight, per Ton, - - - One Dollar.

JOHN IRVING, Manager.

CITY ADVERTISEMENTS.

LEIGHTON'S KAMLOOPS EXPRESS.

CHEAP FARES.

Passenger and Freight Stages connecting with C. P. R. at SPENCE'S BRIDGE for

SAVONA'S FERRY, KAMLOOPS

and all Stations en route

THREE TIMES PER WEEK.

Comfortable Coaches, Good Stock, and Careful Drivers.

AVOID THE PURCHASE OF THROUGH TICKETS AT VICTORIA, and secure cheap travel by taking advantage of reasonable charges on this line.

For rates of freight and passage apply to

WM. K. LEIGHTON, Agent,

At Henry Saunders', Johnson Street.

se5-6t

A. C. WEST, DENTIST

OFFICE

Over Denby's Dry Goods Store, Government Street.

All Work Strictly First-Class. oct2

S. P. WARREN & CO., Stock Brokers,

411 California St., San Francisco.

STOCK BOUGHT AND SOLD AND CARried on margin.

Money to loan in large and small amounts on Mining Stocks. Stocks paid for the same day as sold. Assessments paid and dividends collected without charge.

Special attention given to all orders from the country. oct9-3m.

CALEDONIA HOTEL.

Murray Street, PORT MOODY, B. C.

R. B. KELLY, - - Proprietor.

First-Class Accommodations for Travelers.

WELL AIRED BEDS, AND A WELL SUPPLIED TABLE

Liquors, Wines and Cigars.

ALL OF THE BEST QUALITY.

J. T. SCOTT, Manager.

aug12-3w

Coal! Coal!

BEST WELLINGTON

Double Screened!

W. WALKER Office Moody's Block Yates street. Yard Dickson, Campbell & Co.' Wharf.

Full Weight Guaranteed. se2tf

W. R. CLARKE, Auctioneer,

Appraiser and Commission Merchant.

SALESROOM: FIRE PROOF BUILDING, YATES ST.

VICTORIA, B. C.

N. B.—Special attention given to consignments.

To facilitate the sale of Real Estate, I have complete maps of Victoria, Esquimalt, New Westminster and the Districts.

N. B.—Parties desirous of selling their Stock, Stock in Trade, or Furniture, and not wishing the trouble of an Auction Sale, can find a Cash buyer by calling on the above.

Office of Harbor Master and Port Warden.

W. H. BENNETT,

Importer and Dealer in all kinds of Foreign and Domestic

Vegetables, Groceries AND Foreign and Domestic Fruits,

FINE TABLE DELICACIES.

Fish of all kinds and always fresh. Fine Kippered Salmon. Butter and Eggs

THE ISLAND RAILWAY.

ABLE BODIED MEN

Accustomed to Chopping

WANTED

FOR THE ISLAND RAILWAY.

Apply to

Robertson, McLagan & Co.,

Second door south of P. O., Government St. sep 29-1w

VICTORIA TRUCK AND DRAY CO.

(LIMITED.)

THIS COMPANY HAS BEEN FORMED for the purpose of transacting

General Hauling and Draying Business in Victoria and Vicinity.

ORDERS are solicited and will be promptly attended to at Reasonable Rates.

OFFICE AND STABLE, KANE STREET. Telephone Call, No. 24. P. O. Box 369.

STEPHEN TANNER, Manager.

CITY ADVERTISEMENTS.

Buy It! Try It!!

RED CROWN FLOUR!

New Process.

Best for Family and Baker's USE

HAVE NO OTHER

For Sale by all Respectable Grocers

At Wholesale and Retail.

Ask for it! Manufactured by

ISOM, LANNING & CO., Albany, Oregon.

se 6-3m

FIRE!

—THE—

LIVERPOOL AND LONDON AND GLOBE

INSURANCE CO.,

OF LIVERPOOL AND LONDON.

CAPITAL - - - $10,000,000.

THIS COMPANY WAS ESTABLISHED IN 1836, and is the largest Fire Office in the world.

CLAIMS PAID in satisfaction of Fire Losses, since date of establishment, upwards of $60,000,000. Losses settled with promptitude and liberality and without reference to head or other branch office.

HALL & GOEPEL, Agents.

ZED S. HALL,

Bookseller & Stationer

Columbia Street,

New Westminster.

Books, Periodicals,

AND

STANDARD WORKS ORDERED from England and the United States at short notice and at publishers' prices. se7tf

ESTABLISHED 1862.

H. F. Heisterman & Co., Real Estate Agents,

Langley Street.

Offer For Sale:

SEVERAL Choice business lots in the heart of the city, several dwelling houses in most eligible locations, four or five choice farms in South Saanich and other districts.

—ALSO—

SEVERAL plots of land on Lulu Island, Fraser River.

A Large Number of Homestead Lots on the Hillside Extension of the Work Estate.

Also a number of acre lots on the Burnside Road Extension of the same.

All on Easy Terms of Payment.

MONEY TO LOAN,

on Real Estate security, at reasonable rates, and in sums to suit.

ALL KINDS OF CONVEYANCES and other documents prepared with dispatch.

AGENTS FOR THE

Phœnix Fire Insurance Co. OF BROOKLYN, N. Y.

H. F. HEISTERMAN & CO., Real Estate Agents, LANGLEY STREET.

For SAVONA, PORT VAN HORNE, AND KAMLOOPS!

Avoid loss of time, trouble, an save expense, by purchasing

THROUGH TICKETS

From Victoria to these and way points

REDUCTION

On regular rates is made by the C. P. N. Co., the C. P. Railway and

B. C. EXPRESS COMPANY,

To purchasers of through coupon tickets, which can be procured at the office of the

B. C. EXPRESS CO., Yates Street.

HOOPER & BORDE,

CUSTOM

Boot and Shoe Makers,

Government Street, bet. Johnson and Yates.

ALL WORK MADE OF THE BEST MATERIAL and a good fit guaranteed. Repairing receives prompt attention.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Saturday, October 11, 1884.

CITY AND PROVINCE.

—Land slips have taken place lately at Maple Ridge.

—Plenty of Indians still getting drunk. Who sells the liquor?

—There are over 4000 books in the Mechanics' Institute library.

—The steamer Lottie arrived this afternoon from the San Juan Islands.

—It is reported that the sum of $1000 was raised at St. James Church bazaar.

—The steamer R. P. Rithet arrived at noon from Nanaimo with a cargo of coal.

—The application made for an injunction restraining the sale of city lots, was refused.

—Capt. McCulloch of the Amelia reports very heavy rains in the gulf regions yesterday.

—Indians named Jack, John, Mary Jane and Jim, were each fined $5 for getting full of gin.

—The Rev. Mr. Christie will conduct the services in St. Andrew's church tomorrow evening.

—The case against the Chinamen for assault was this morning adjourned until Monday at 2 o'clock.

—Professor Cain, the blind colored orator, will preach in Harmony Hall at 2 o'clock on Sunday.

—Chinatown is reported to have been very quiet last night. The calm before the storm, probably.

—Judge Pemberton suggests that the word "gaming" should be substituted in the statute for "playing."

—The bark James G. Bain finished discharging to-day, and pulled out into the upper harbor this afternoon.

—A large number of passengers came down on the steamers from New Westminster and Nanaimo this afternoon.

—The present telegraph line between Victoria and Nanaimo will be placed in good order and a new line along the proposed railway will be built next year.

—The sun made a desperate effort to shine upon this city to-day, and was compelled to give away to the rain.

—The steam schooner Dolphin is loaded with railroad iron from the Janies G. Bain, and is ready to sail for Nanaimo.

—A large quantity of bonded sugar is being received in this city. The North Pacific on Thursday brought a car load, or more.

—The dredging machine is now at work at the entrance of James Bay. It keeps the steam tender busy towing out barges loaded with mud.

—Quite a number of families are arriving from the Eastern Provinces, with the intention of making British Columbia their future home.

—Fell & Co., Fort street, have received a large consignment of excellent butter from Elgin, Ill., equal to anything that ever graced a table in this city.

—The number of intoxicated Indians to be seen on the streets of Victoria appears to be on the increase every day. It is a disgrace, to say the least.

—The reel on the Electrom having been repaired, the cable is being replaced to-day. It is thought every thing will work satisfactory this time.

—The first drawing for an appropriation in the Vancouver Island Building Society will take place at Harmony Hall, View street, Monday, Oct. 27th.

—Col. Baker and son leave on Monday morning for the Kootenay country. The gallant Colonel is a brother of Sir Samuel Baker, the great English traveller.

—This afternoon a practice game of football was played at Beacon Hill, the object being to select a team to play a team from H. M. S. Swiftsure on Saturday next.

—Capt. Wilson, of the North Pacific, which arrived from the upper Sound to-day, reports that very stormy weather was experienced last night and this morning.

—The North Pacific brought freight for the following merchants: Marvin & Tilton, A Ofner, Strouss & Co, Thos Earle, H Mansell, S J Pitts, VanVolkenburgh & Co, C N Cowen.

—Mr. Fergerson proprietor of the Rock Bay hotel, is reported to be seriously ill. It is supposed that some mushrooms he indulged in a few days since has something to do with his sickness.

—Blue Ribbon Club will give an entertainment, consisting of addresses, readings, music, etc., this evening. All are invited. An admission fee of 25 cts. will be charged to meet current expenses.

—In St. Andrews Church to-morrow morning the sacrament of the Lord's Supper will be administered. The Rev. Mr. Clyde, formerly from Nanaimo, will assist the Rev. Mr. Stephen's on the occasion.

—Steamer Mexico on her next trip will connect at San Francisco with a steamer sailing for China, October 18th. A large number of Mongols in Victoria have signified their intention of returning to China.

—The Government steamer Sir James Douglas returned yesterday afternoon, after having replaced the buoy on Brotchie Ledge. The buoy drifted some distance during the gale the early part of the week.

—Two drunken Indians drew a large audience at the corner of Government and Johnson streets last evening. One of the Indians, a man was endeavoring to obtain some money from his better half. He spent the night in jail.

—A meeting of the Board of Trade was held yesterday. The act regarding the storing of explosives was discussed, also the Ottawa order respecting canned goods, which was given in this paper some time ago.

—The road on Store street, in front of Mrs. Carvello's store, is in a very bad condition. A water pipe has been laid recently and the covering is loose. A horse got stuck last evening, and the owner threatened to take action for damages.

—The steamship Wellington, Captain Young, arrived down from Departure Bay this morning, and is anchored near the outer wharf. She leaves for San Francisco to-morrow. The damage sustained by her collision with the Queen of the Pacific in no way effects her seaworthiness.

—Steamer Enterprise brought the following from Nanaimo to-day:—Mrs. Dr. Rowbotham, Miss Rowbotham, Good, McKenzie, Judge Begbie, E. C. Perry, R. N. Burton, G. Raymur, J. Wilson, W. McNeil, G. McNeil, E. Tachue, J. Campbell, G. W. Smith, A. Wylde, Dr. Smith, and 30 others.

—A good deal of complaint is being made by many citizens of Victoria about the manner in which the sidewalk system is conducted. They claim that in many instances sidewalks are refused where there are dozens of houses, while on the other hand, that convenience is granted to a few favorities, where the demand for the same is not near so great from a numerical standpoint.

ELECTRIC LIGHT.

Its Superiority—Will it Prove a Success Financially?

Electricity as an illuminative power, has, during the past three or four years, been developed to a wonderful extent, and during this period of development much speculation was indulged in and considerable apprehension felt regarding the probable effect of this new light as a business opponent of those corporations which have large sums of money invested in the production of gas. In 1882, and even in the earlier part of 1883, many shrewd, clear-headed, and conservative men of affairs considered it a foregone conclusion that gas, as an illuminator, had met with a rival which was liable to supplant it, or at the very least, reduce the limits of its usefulness and its sources of profit. It is now, however, established almost beyond all doubt that this view was erroneous, and that the gas companies will continue to enjoy a large and increasing demand for their product. In this connection it should be borne in mind that gas, while it followed, did not supercede illuminating oils. To-day more oil is used than ever before, and gas light, while it is infinitely,

SUPERIOR IN POINT OF BRILLIANCY

And power to oil light, has never been able to compete with the latter in the matter of cost. To an extent this is the position of affairs in regard to electricity and gas. The electric light has established its position as a powerful and useful illuminating agent. It is the auxiliary, however, rather than the supplanter of other lights. In some respects it is the superior of gas, particularly for the lighting of large areas. In point of cost it cannot compete with gas. This has been demonstrated beyond doubt both in England and in this country. Great difficulties have been encountered in providing for its economic distribution, and the prospects for removing those difficulties are not bright. For several years past we seemed, so to express it, to be passing through an era of development in regard to this wonderful agent. The mind of

THE ENTIRE SCIENTIFIC WORLD

was bent in this direction, and discovery succeeded discovery in rapid succession. This tidal wave, however, has exhausted itself and a stopping place has been reached. While there is no room to doubt but that many and valuable improvements in the facilities for utilizing the electric light will be discovered in the future, enough is now known to show the improbability, if not impossibility, of its entering into successful commercial competition with gas. It is, also, to be borne in mind that extensive improvements in the facilities for manufacturing, distributing and using gas are continually being made, and these have a natural tendency to lessen the cost of production and to improve the quality of the light. In conclusion it may be added that the Engineer, a reliable authority, states that in England most of the companies engaged in electric light enterprises have either gone into liquidation or decreased their capital; and of those still conducting operations none are making a satisfactory financial showing.

Notes in Circulation.

The Dominion Government notes in circulation on the 31st of August were, fractional notes, $182,450; one and two dollar notes, $5,436,400; four dollar notes, $506,382; fives, tens and twenties, $17,635; fifties and hundreds, $988,725; five hundreds and one thousands, $9,317,500. The total of notes is thus $16,164,095. The various issues are distinguished as follows:

Fractional notes	$ 182,450 25
Provincial "	25,761 23
Dominion fours	506,382 00
Montreal issue	6,296,345 00
Toronto "	5,365,274 50
Halifax "	2,283,373 50
St. John "	671,907 25
VICTORIA "	49,906 50
Total	$16,164,095 25

Heavy Shipments.

The Tacoma News says: "Altogether the Northern Pacific road has shipped this season, over 2000 cars of beeves, or 40,000 head, from Montana to Chicago. The road expects to ship 75,000 before the close of the season. To the ranges in Montana and Western Dakota the same company has shipped 100,000 yearlings and two-year-olds this season from Iowa, Wisconsin and Minnesota. These will come back to the east as beeves the second or third year out.

Movements of Vessels.

The steamer Alexander arrived about midnight from the capes, having taken down the ship Sir Jamsetjee Family and the Italian bark Conque. The former is lumber laden, bound for Melbourne, and the latter takes coal to San Frandisco. On her way down the Alexander passed a ship, lumber laden from the Sound, bound out under full sail. The Alexander reports the following vessels at present loading coal at Departure Bay: Ships Detroit, Belvedier, Josephus and Sonoma, and the barkentine Malay.

Detained for Postage.

Letters for the following persons are held for postage at the postoffice: Mrs A S Alden, Stanberg, Mo; F J Bacon, Cleoni, Cal; Mrs J Brenan, San Francisco; R Booth, Montreal; Mr. Cooper, Snoqualmie, W T; T B Figg, Mayne Island, B C; Mrs C Firkinbach, St Joseph, Mo; Miss B Douglass, Friday Harbor; Harvey & Strong, New Tacoma; Miss Alice Hamlet, Seattle, W T; J Kentar, Port Blakely; Kwong Joy & Co., New Westminster; Miss B C Lowe, San Francisco; California; O Lumberg, Seabeck; S A Maxwell, Chicago, Illinois; J Nalden, Walla Walla; Miss A Northcotte, Quesnelle, B C; Occidental Pub. Co, San Francisco; Thomas Porter, City; Dr Wm Kenwick (of Japan), City; Mrs Dr. Stokes, Goderich, Ont; W B Townsend, New Westminster; Mrs Wise, New Westminster; W Hoy Wilson, Sydney, NSW.

Sound Passengers.

The North Pacific arrived from the Sound at noon to-day with the following passengers: W Fuller, H Fuller, E Corson, J Reed, G Corson, C Robertson, J Chapman, J B Lovell, J J Hunt, J Murray, A Fuller and wife, W H Mead, M W Wright, W H Williams, E P Tilton, O E McKeon, Miss Chapman and six Celestials.

Per Eliza Anderson.

The Eliza Anderson arrived this afternoon from Seattle via Port Townsend, bringing the following passengers: Jas A Galloway, Jno Miller, M J Hill, J Wiggins, Dan. Leary, Jas Brown, Frank Miller, Charles Williams, M Horsdevits, J H Roberts, George Wilson, Wm Ratidown, M H Street, Paul Fargo and E W Craven.

Large Apples.

Mr. James Hogarth, contractor of this city, in company with Mr. Andrew Noble, returned from Alberni Canal, where they were erecting a capital frame house for a settler in that locality named Mr. John Mollett, who was lately appointed a J. P. Mr. Hogarth has laid on our table a monster apple weighing 1¼ lbs, and 14 inches in circumference, which he brought down with him. This he considers a fair sample of what the district can do in the fruit raising line. Several new settlers have gone into that section. A Government road is likewise being built for the accommodation of the settlers.

The Northern Mines.

A gentleman recently from the north, where he has been engaged in opening up several mining claims during the past summer, expresses the opinion that, eventually there will be good mining property in the neighborhood of Lorne creek, as well as in other localities further north. Many miners, he states, have made very good "stakes" the past season, while nearly all who went there succeeded in making fair wages. The greatest difficulty is experienced in getting machinery and other heavy articles into the interior. There being no roads, much rough country is met with, which is very difficult to travel. There is a large amount of country not yet prospected, and the opinion among experienced miners is that rich diggings will yet be found.

The O. R. & N. Co.

The Oregon Railway and Navigation Company has applied to the New York Stock exchange to list $6,000,000 new gold debenture bonds. The company's gross earnings during the last official year was $5,364,906, against $5,100,012 in 1883; the net earnings this year being $2,382,576, against $2,476,341 last year. It is said that the company has no floating debt except what is more than offset by quick assets. The liabilities are: Capital stock $24,000,000; first mortgage sixes, ($250,000 in sinking fund) $6,000,000; debenture sevens, ($5,000,000 issued) $6,000,000; scrip, 8 per cent., $1,200,000.

A Great Cantilever Bridge.

A great piece of engineering is the cantilever bridge over the Forth now in course of erection in Scotland. Although from 900 to 1200 men are employed in the work of preparing the steel, laying foundations, for piers, etc., it will take six years to complete the bridge. Work is carried on night and day by aid of electric lights. The cantilevers are so long, that instead of trying to move them through workshops on the ground, where the parts are put together, the workshop itself is moved with all its ponderous machinery. Hydraulic presses are employed to make steel tubes out of plates over twelve feet in length, four feet in width, and an inch and eighth in thickness. Ten of these plates bent to form and riveted together make up a steel tube twelve feet in diameter. Each cantilever is to have a height of 350 feet above the immense stone piers, and will stretch out arms 650 feet in length, right and left of the center. The completed bridge will tower more than 350 feet above the water-level.

PERSONAL MENTION.

Sir Matthew Begbie returned to the city to-day.

H. G. Leayeraft, Esq., engineer on the Island railway, is at the Oriental.

Mr. J. J. Hunt came over from Port Townsend on the North Pacific to-day.

Dr. Newcomb and daughter of Toronto, arrived on the Sound boat yesterday and are stopping at the Driard.

Mr. T. R. Gue, secretary of the Hamilton, Ontario, powder works is at the Driard, having arrived by the Geo. E. Starr yesterday.

The family of the Rev. Mr. Christie, of Comox, arrived yesterday from the east and along with that gentleman are guests at the Oriental.

Mr. W. I. Mead, the good natured and smiling western agent of the well-known Royal Route came up from Portland on the North Pacific to-day.

Mr. Geo. Shiel, of the Salem Capitol Flour Mills Co., of Portland, was amongst the arrivals from the Sound to-day. He proposes remaining in the city for a few days. Is registered at the Driard.

Wagon Road Completed.

A dispatch from Kamloops says: Mr. G. B. Wright has finished his wagon road to the Columbia river, and has a contract with the Canadian Pacific railway authorities to continue on the summit of the Selkirk range. He will have one hundred and fifty men at the new work.

FOREVER.

Those we love truly never die,
Though year by year the sad memorial wreath,
A ring and flowers, types of life and death,
Are laid upon their graves.

For death the pure life saves,
And life all pure is love, and love can reach
From Heaven to Earth, and nobler lessons teach
Than those by mortals read.

Well blest is he who has a dear one dead;
A friend he has whose face will never change—
A dear companion that will not grow strange;
The anchor of a love is death.

The blessed sweetness of a loving breath
Will reach our cheek all fresh through weary years.
For her who died long since, ah! waste not tears;
She's thine unto the end.

Thank God for one dead friend,
With face still radiant with the light of truth,
Who loves the graybeard as he loved the youth,
Through many years of death.

A Journalist in Luck.

Mr. Edward Farrar, prior to his leaving the Winnipeg Sun for Toronto, where he assumes the chief editorship of the Mail, was presented with an address and a purse containing $500. The address was signed by the officials of the C. P. R. Co., and many influential citizens. Ned richly deserved the honor thus conferred on him.

CHURCH SERVICES TO-MORROW

First Presbyterian Church, corner Pandora and Blanchard street. Rev. Donald Fraser, pastor. Services at 11 a. m. and 7 p. m. Sunday school at 2:30 p. m.

The Calvary Baptist Society meets in Temperance Hall, Pandora street. Rev. Walter Barss, pastor. Services at 11 a. m. and at 7 p. m. Sunday school at 2:30 p. m.

St. Johns Episcopal Church, corner Douglas and Fisgard street, Rev. Mr. Jenns officiating. Services at 11 a. m. and at 7 p. m. Sunday school at 2:30 p. m.

The Reformed Episcopal Church, Humboldt street. Rev. Bishop Cridge. Services at 11 a. m. and 7 p.m. Bible reading at 7:30 on Friday evening of the week.

St. Andrews' Cathedral, Humboldt street, Rev. Father Jonckan. The services of low mass observed at 8 a. m. High mass will be celebrated at 10:30 a. m. and vespers at 7 p. m., at View Strete Hall.

St. Andrews' Presbyterian Church, Courtney street. Rev. Mr. Stephen, Pastor. Services at 11 a. m. and also at 7 p. m. Sunday school at 2:30 p. m.

Wesley Methodist Church, corner Pandora and Broad streets. Rev. W. W. Percival, pastor. Services at 11 a. m. and 7 p. m. Sunday school at 2:30 p. m.

Christ Church Cathedral. Rev. Bishop Hill. Services at 11 a. m. and at 7 p. m. Sunday school at 2:30 p. m.

The Straits Cable.

This afternoon the Government steamer Sir James Douglas started out with the cable barge Electron in tow. They will proceed to the point where the cable is buoyed, and should all be found in good order, a splice will be made, and the work of laying the remainder begun. When once at work it will only be a question of a few hours until the entire cable is laid, providing no accident is met with.

A SEAL PIRATE.

Capture of the Schooner "Adele" in Behring Sea.

The San Francisco Chronicle, of a recent date, contained the following interesting account of the capture of a schooner in Behring Sea, the announcement of which was made in THE TIMES about two weeks ago. The attention of nautical men was attracted yesterday afternoon to a queer-looking vessel which was observed to be entering the harbor. She finally came to an anchor out in the stream, when she was learned to be the schooner Adele, twenty-five days from the Seal Islands, in charge of Lieutenant Leutz of the United States navy. The Adele is fifty tons register and was built at Hamburg. Formerly she was a pilot-boat at Shanghai, but for the last three years has been used as a hunting vessel for the capture of seals and sea-lions, and sailed last April from Yokohama. Although she flew a German flag, the schooner has a Japanese crew, and Norwegian, American and Swedish officers. The ownership of the Adele is thus surrounded with more or less obscurity, but her character as a smuggler has been clearly established. The way in which the Adele came to be captured and confiscated may be thus relatated: Lieutenant Leutz was detailed in May last by Captain Healy of the United States revenue cutter Thomas Corwin to station himself on the group of Seal Islands, in Behring sea, and there remain during the season of June, July and August, for the purpose of protecting the seals from the marauding vessels so wont to cruise in northern latitudes.

WATCHING THE SMUGGLERS.

Lieutenant Leutz was accompanied by two seamen, Joseph Lucas and Thomas Brayit, and landed with them on Otter Island, June 1st, the Corwin in which they had sailed from San Francisco, departing immediately for the Arctic ocean. St. Paul and St. George, the two larger islands of the group, are inhabited by Aleuts. Otter island, lying near to St. Paul, is uninhabited, except for a house built by the Government, and in which Lieut. Lutz took up his quarters. Last August several suspicious looking vessels were seen off Otter island, and one of them was standing in with the evident intention of landing and capturing seals, but was prevented by a dense fog. Lieutenant Leutz on August 20th went in a small sail boat to St. Paul, six miles distant, there to await the arrival of the Corwin, then daily expected. Several more vessels were observed from St. Paul under suspicious circumstances. One was standing up to the west side of the island, and the others were shooting seals in the water.

A CLEVER CAPTURE.

Arriving at the sealing station, Lieutenant Leutz learned from the natives there on duty that the vessel, a schooner, had been sighted and stood to the northward. The next morning about daylight she was seen lying to about twenty miles north from the shore. Soon after midnight she was again seen about a mile off the northeast point and was standing down along the shore. Immediately Lieutenant Leutz called to his crew, launched his boat and started in pursuit. The schooner anchored about half a mile off the beach, where she was soon boarded by Lieutenant Leutz. Captain Erickson, when interrogated, admitted that he was there for the purpose of sealing, and that his boats were then ashore making a catch. Half an hour later the three boats belonging to the schooner returned laden with seal carcasses. The vessel was then seized by Lieutenant Leutz, twenty-four well-armed men surrendering without any open resistance, but declaring that it was almost too much for them to stand. Captain Erickson of the Adele declined, when so requested, to take the schooner into San Francisco, and he and his three officers, together with two white men, who claimed to be passengers, were accordingly sent ashore by Lieutenant Leutz, to be held in custody until the arrival of the Corwin, when they will be surrendered to Captain Healy of that cutter.

TEN THOUSAND DOLLARS.

The eighteen Japanese composing the crew also refused to do duty, being averse to sailing to such a strange country as California. The rest were also sent ashore to share the imprisonment of the officers.

Just after arriving at the village on St. Paul, Lieutenant Leutz learned that two vessels were at Northwest Point, taking two seals from the beach. Taking a fresh crew of sixteen men, he at once gave chase, and at about dark, September 1st, overtook one of the smugglers some eight miles out at sea. Lieutenant Leutz hailed the schooner in the usual way and asked her name, but received no answer. An order to heave to was also disregarded, and after considerable random, firing from both sides, darkness came on, and at the end of two miles the pursuit of the schooner had to be abandoned. The Adele has aboard a lot of sealskins and is probably worth, together with her cargo, $10,000. Under the law she has now been forfeited to the United States, and her officers and crew are each subject to the penalty of a heavy fine and imprisonment.

Sale of City Lots.

The Government sale of city lots attracted a large crowd, and the good prices obtained speak well for the opinion of Victoria property. T. C. Nuttall purchased lots 937, 947, 938 and 939 for $585, $580, $610 and $630 respectively. Lot 948 was sold to Levi for $555.949 to G. Montobio for $560; 1342 to E. M. Johnson for $715, and 1343, 1344 and 1345 to the same buyer for $600 each; 1317 to Horne for $625; 1316 to Fred Carne for $460; 1325 to S. Thaine for $450; 1324 to the same for $340; 1315 to Carne for $510. F. W. Jesse bought 1323, 1322, 1311, 1319 and 1318 for $265, $265, $520, $345 and $575 respectively. Croasdaile bought 1314 and 1313 for $455 and $510; Allsop bought 1321 for $270; J.H. Todd, 1312 for $300; Theo. Davie, 1320 for $285; Geo. Martin bought 1951, 1972, 1953 and 1970 for $449, $493, $360 and $310; Wm. Prout bought 1952 for $390, 1971 for $365 and 1954 for $375; Geo. Steits bought 1969 for $365, 1955 for $425 and 1968 for $400.

At the conclusion of the advertised sale some other lots adjacent to the park were offered for sale.

Another Change.

An exchange says there is soon to be another change of time on the trains from Portland. The express train will arrive in that city at 7 in the evening, and the train for the Sound will leave at 9:30. The train will arrive at Tacoma about 4 in the morning. If the boats make close connection with the cars they will be in Seattle at 7, and at Victoria about 5 in the evening.

Passengers Per Amelia.

The Amelia brought the following passengers this afternoon: Miss Allatt, I Copeland, Pidcock Shepard, Achu, H Besson, Levy, Carthew, McKady, W Mufford, A Mufford, Mrs Robertson and children, Mrs Pikard, Miss Andrew, Baldwin M Martin, Montague, T Wilton, Mrs Jones, Nicholson, I Mahaffey, Gammer, Rev Wood, Rev Jonckean and 30 others.

Signor Campanini and Madame Gerster are endeavoring to combine forces for a concert tour in the United States.

THEATRICAL NOTES.

Max Freeman's new play is called "Avalanche."

It is rumored that Maggie Mitchell's daughter, Fanchon, will make her debut this season.

It is announced in the east that W. E. Sheridan and Miss Louis Davenport are to be married shortly in San Francisco.

Rhea gets a salary of £1200 a month on her American tour. She is going to San Francisco before long.

Mrs. Langtry has signed a contract with Manager Abbey for a series of winter performances at the Princess Theater, London.

David Belasco's "Meo Blossom" is to be produced in England and France. It is being translated by a well-known French dramatist.

George M. Ciprico has been commissioned by Frank Farrell, the manager of the Wallack Company, to write a play for Miss Rose Coghlan.

Louise Rial is credited by Byrne's Dramatic Times with making a pronounced hit in the principal character in "Claire and the Forge Master."

Howard P. Taylor has orders at present from no less than nine actresses for plays after the style of "Caprice," and has accepted one commission. The play is not yet completed, although he has christened it the "Butterfly."

Heaven made Sophie Eyre a very handsome woman, but gave her a broad British foot to stand upon. This she nightly compresses into a narrow French shoe, to her own most manifest discomfort.

Adelina Patti has declared her intention of refusing to fulfill her engagement at the Paris opera, in consequence of the French courts having postponed their decision in the matter of her application for a divorce from the Marquis de Caux.

"Lohengrin" has been received with so little favor in San Francisco that that it has converted very few to the Wagner theories. People will therefore appreciate the mot of Rossini, who, when he first heard "Tannhauser," certainly the most melodious of Wagner's operas, exclaimed: "Si cetaite de la musique ce serait horrible."

Kate Castleton has sent to England for her father, mother, brothers and sisters, and intends that the entire family shall reside henceforth permanently in Oakland. She does not abandon the stage, but will make a descent upon it from time to time, accordingly as she is inspired by a new craze in costume or furnished by the scribes from time to time with a new comic song. At present she is "all at sea."

Gabrielle Krauss, the prima donna of the Grand Opera House in Paris, is called by the French "La Rachel Chantante." Gabrielle Krauss in her youth was a failure in Vienna, but the French have taken her into their heart of hearts, and forgiven her her German name and her quasi-German origin. Her Sappho is said to be an exquisite study.

A BASHFUL MAN.

The Great Sensation He Produced in a Bridal Chamber.

Senator Sebastian of Arkansas, was a native of Hickman county, Tennessee. On one occasion a member of Congress was lamenting his bashfulness and awkwardness. "Why," said the Senator from Rakensack, 'you don't know what bashfulness is. Let me tell you a story, and when I get through I will stand the bob if you don't agree that you never knew anything about bashfulness and its baneful effects. I was the most bashful boy east of the Alleghenies. I wouldn't look at a girl much less speak to a maiden; but for all that I fell desperately in love with a sweet, beautiful neighbor girl. It was a desirable match on both sides, and the old folks saw the drift, and fixed it up. I thought I should die just thinking of it. I was a gawky, awkward country lout, about nineteen years old. She was an intelligent, refined, and fairly well educated girl in a country and at a time when the

GIRLS HAD SUPERIOR ADVANTAGES,

And were therefore superior in culture to to the boys. I fixed the day as far as I could have it put off. I lay awake in a cold perspiration as the time drew near, and shivered with agony as I thought of the terrible ordeal.

The dreadful day came. I went through with the programme somehow, in a dazed, confused, mechanical sort of way, like an automaton booby, through a supper where I could eat nothing, and through such games as 'Possum Pie,' 'Sister Phœbe,' and all that sort of thing. The guests one by one departed, and my hair began to stand on end. Beyond the awful curtain of Isis lay the terrible unknown.

MY BLOOD GREW COLD AND BOILED BY TURNS.

I was in a fever and then an ague, pale and flushed by turns. I felt like fleeing to the woods, spending the night in the barn, leaving for the West never to return. I was deeply devoted to Maria Jane. I loved her harder than a mule could kick; but that dreadful ordeal I could not, dared not stand it. Finally the last guest was gone, the bride retired the family gone to bed, and I was left alone; horror of horrors, alone with the old man: 'Charlie,' said he, you can take that candle; you will find your room just over this. Good night, Charley, and may the Lord have mercy on your soul,' and with a mischevious twinkle of his fine gray eye the old man left the room. I mentally said 'Amen' to his 'Heaven help you,' and when I heard him close a distant door, staggered to my feet and seized the farthing dip with a nervous grasp. I stood for some minutes contemplating my terrible fate, and the inevitable doom about to overwhelm me. I knew it could not be avoided, and yet I hesitated

TO MEET MY FATE LIKE A MAN.

I stood so long that three love letters had grown on the wick of the tallow dip and a winding sheet was decorating the side of the brass candlestick.

"A happy thought struck me. I hastily climbed the stairs, marked the position of the landing and the door of the bridal chamber. I would have died before I would have disrobed in that holy chamber, where awaited me a trembling and beautiful girl, a blushing maiden clothed upon with her own beauty and modesty, and her snowy robe de unit. I would make the usual preparations without, blow out the light, open the door and friendly night would shield my shrinking modesty and bashfulness and grateful darkness at least mitigate the horror of the situation. It was soon done.

PREPARATIONS FOR BEDDING

Were few and simple in their character in Hickman, altogether consisting of disrobing, and owing to scarcity of cloth in those days mss was somewhere near the Adamic state when he was prepared to woo sweet sleep. The dreadful hour had come; I was ready. I blew out the light, grasped the door knob with a deadly grip and a nervous clutch; one moment and it would be over. One moment and it wasn't over by a great deal. I leaped within, and there around a glowing hickory fire, with candles brightly burning on mantle and bureau, was the blushing bride, surrounded by her six lovely bridesmaids.

Thomas Jefferson, a colored lay preacher at Brantford, Ont., has become violently insane through religion.

OCEAN TO OCEAN.

Hon. Donald A. Smith Talks about the C. P. R.

The Hon. Donald A. Smith, a director of the Canadian Pacific Railway, was interviewed by St. Paul's representative when in that city while en route to Montreal. He, in reply to the question as to the progress of construction, said: "I have recently been over the greater part of the Canadian Pacific in Company with Hon. Cyrus W. Field. Westward from Winnipeg the track is laid and the line completed to the sixth crossing of the Kicking Horse River, well along toward the Selkirk range. The grading will be completed to the top of that range by December 1st. Mr. Collingwood Schrieber, the Government Railway Engineer, has just completed a tour of the entire distance to be traversed by our line. He said to me that the section being built east from Port Moody through British Columbia is finished a distance of 100 miles, or within 23 miles of Savonas' Ferry, where the work will cease this year. This leaves

A GAP OF 265 MILES

Between the two ends. Next year the Selkirk and Eagle passes will be entered, and by this time next year you can take the train at Halifax and ride through to Port Moody. This will be all-rail connection, though I don't say the line will be completed, as some parts are now being laid are only temporary, over grades that will be reduced by tunnels and cuts. Mr. Schrieber says the work through the mountainous division is going to be much easier than we supposed. Many sections where we expected rock excavations prove to be only gravel, easily graded. Then the bridging proves to be easier than we had feared. Work on the remaining part will be pushed as rapidly as possible this winter. We find there is excellent navigation from Savonas' Ferry to Chicimon's Narrows, a distance of 150 miles, and we can thus expedite the shipment of plant, supplies, etc., by boat. I can see nothing to put a check on the speedy completion of the Canadian Pacific Railway.

I DOUBT IT.

When a pair of red lips are upturned to your own
With no one to gossip about it
Do you pray for endurance to let them alone?
Well, maybe you do—but I doubt it.

When a sly little hand you're permitted to seize,
With a velvety softness about it,
Do you think you can drop it with never a squeeze?
Well maybe you can—but I doubt it.

When a lingering waist is in reach of your arm
With a wonderful plumpness about it,
Do you argue the point 'twix the good and the harm?
Well maybe you do—but I doubt it.

And if by these tricks you should capture a heart,
With a womanly sweetness about it,
Will you guard it, and keep it, and act the good part?
Well, maybe you will—but I doubt it.

Young Housekeeper (with small experience in marketing)—"I hardly know what to order for dinner. We had veal yesterday, and lamb the day before."

Butcher—"How would a leg of mutton do, or veal or tongue?"

Young Housekeeper (relieved at the suggestion)—"Oh, yes; that would do nicely. You may send a leg of tongue."—Mail and Express.

GENERAL NEWS ITEMS.

The Duke of Cambridge held a brilliant review of troops in the Phœnix Park, Dublin.

The officers of the Commercial Cable Company expected to open their offices on both sides of the Atlantic for public business on the 10th of October.

The French Government has imposed a poll tax of one shilling upon every person who lands at Calais or Boulogne. The money is to be used in improving the harbors.

A burning steamer at Hastroma, on the Volga, drifting from its moorings, set fire to several other vessels. The river was like a sea of fire from the flaming oil.

The Abbe Glorieux, principal of St. Michael's College, Portland, Oregon, has been appointed Apostolic Vicar for Idaho and that part of Montana lying west of the Rocky Mountains.

The United States steamer Corwin arrived at San Francisco, October 5th, with the crew of the wrecked steam whaler Bowhead that was crushed in the ice near Point Barrow.

Le Monte states that Mr. La Fontaine of the Quebec Civil Service, demands through the court at Joliette $5,000 damages for breach of promise to marry him made by Miss Bloins of Ste. Eustache. She alleges good reasons for refusing to keep her engagement, and a singularly lively trial is expected.

Henry Irving and Miss Ellen Terry and the Lyceum Theater Company appeared in "Merchant of Venice," at Quebec, and their reception was the greatest ever accorded any company in the city. Every seat in the house was taken, $50 being paid in one instance for a seat bought from a former purchaser.

LOCAL AND OTHERWISE.

Scientific definition of a kiss: A kiss is a paroxysmal contact between the labial appendages attached to the superior and inferior maxillars, respectively, of a man and woman or two women. The younger the parties are the more paroxysmal will be the paroxysm.

Jay Gould is reported as owning 300,000 shares of Union Pacific stock.

First Railroad Man—"How many children have you now?" Second R. M.—"Thirteen." First R. M.—"Goodness! I think it is about time you put on the heir brakes."

Work on the Cascade branch of the Northern Pacific Railroad is progressing favorably.

A project is being considered at Vienna and Berlin to establish a waterway across the centre of Europe, by connecting the Black Sea with the Baltic by means of a canal extending from the Danube to the Oder rivers.

All meals cooked in sight, and no Chinese employed at the Queen Chop House, Yates street.

FOR HER LITTLE FOLKS AT HOME you should go to Fergusson's for presents. Sept. 26-tf

A tutor of one of the Oxford colleges, who limped in his walk, was some years ago accosted by a well known politician, who asked him if he was not the chaplain of the college at such a time, naming the year. The doctor replied that he was. The interrogator observed "I know you by your limp." "Well," said the doctor, "it seems my limping made a deeper impression than my preaching." "Ah, doctor," was the reply with ready wit. "It is the highest compliment we can pay a minister, to say that he is known by his walk, rather than by his conversation."

The STANDARD square bottom PAPER BAG is the best in the market. Fergusson's is the only place you can get them. Sept. 26-tf

J. O. Harvey, a prominent business man of Wilton, Iowa, and the son of a clergyman, has been arrested at Chicago on a charge of attempting to blackmail Mrs. D. E. Forrest, a respectable lady of Rockford, Ill., by means of old love letters which fell into his possession.

The WEST SHORE, with its numerous illustrations and large quantity of descriptive matter relating to British Columbia, is the best medium of information. Price 25c at Fergusson's. Sept. 26-tf

A jolly-looking Irishman was saluted with the remark, "Tim, your house is blown away." "Dead them it isn't," he answered, "for I have the key in my pocket."

JUST RECEIVED.

A full line of Seaside, Franklin Square, and Rose Library, including all the late Nos. Also, a complete assortment of Bound Books, in History, Biography, Fiction, etc., at

M. W. WAITT & CO.
Booksellers and Stationers.

A tailor whose bill had remained unpaid for some years called upon X., an impenitent Bohemian, and found him in bed at noon. "Why don't you work instead of sleeping?" said the tailor, "Time is money." "Ah, well, if time is money, I will pay you in time," answered X.

Fine oysters, steaks and chops at the Queen Chop House, Yates street.

The breach between the English parties regarding the franchise bill is apparently as wide and deep as ever.

Every business man should use the SHANNON FILE. Get them at FERGUSON'S. Sept. 26-tf

Ladies are said to be working their way into the watch business, because they produce handsomer faces and more delicate hands than men.

Somebody who is bored with the enthusiasm for the poem called "Beautiful Snow," writes this pertinent stanza in reply:

"Beautiful snow! when a delicate thaw
Makes the air chilly, and damp, and raw!
Beautiful snow! they may sing whom it suits—
I object to the stuff, 'cause it soaks through my boots."

A. McLean & Company

Beg to intimate that they have received a choice assortment of winter and fall goods in all their departments, they call special attention to their stock of real Scotch tweeds, made up in the latest styles in suits, mens' and boys' overcoats, being the only house in the city that makes a speciality in these goods and Scotch underclothing, would solicit an early inspection of the same as they will be sold at the smallest possible advance on English cost.

Oct. 7—1m A. McLEAN & Co.

"She stoops to conquer." Can this refer to the fond mother who bends over her wayward boy with a number five slipper?

Quail, partridge, and spring chicken on toast, at Queen Chop House, Yates street.

Madame Sarah Bernhardt will produce a translation of Sheridan's "School for Scandal" at the Porte St. Martin Theater, Paris, of which she is now manageress.

EMPLOYMENT
AND GENERAL
Commission Agency.

Men supplied for all branches of business throughout British Columbia, free of charge to employers. A general Commission Business done in all lines. Supplying labor for railroad contractors, canneries, ranches and logging camps a speciality. Orders by mail or telegraph promptly attended to. P. O. Box 128.

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Import

The Daily Times.

Victoria, Saturday, October 11, 1884.

MISTRESS O'RAFFERTY ON THE WOMAN QUESTION.

No! I wouldn't demane meself, Bridget,
Like you, in disputin' wid men—
Would I fly in the face of the blissed
Apostles, and Father Maguin?—

It isn't the talent I'm wantin'—
Sure my father, bold Michael McCrary,
Made a beautiful *spache* and confession,
When they hanged him, in ould Tipperary.

So, Bridget Muldoon, hold yer talkin'
About "Women's Rights," and all that—
Sure, all the rights I want is the one right
To bd a good helpmate to Pat.

For he's a good husband, and niver
Lays on me the weight of his hand,
Except when he's far gone in liquor,
And I nag him, you'll *phwist* understand.

True for yo, I've one eye in mournin';
That's *because* I disputed his right
To take and spind *all* my week's earnin's
At Mulligan's wake, Sunday night.

But it's sildom when I've done a washin'
He'll ask for more'n half of the pay;
And he'll toss me my share wid a smile, dear,
That's like a *swate* mornin' in May.

Now where, if I run to convintions,
Will be Patrick's home comforts and joys?
Who'll clane up his brogans for Sunday,
Or patch up his tid corduroys?

If we take to the polls night and mornin'
Our delicate charms will all flee;
The dew will be brushed from the rose, dear,
The down from the *pache*—don't you see?

We'll soon take to shillalahs and shindies,
When we get to be sovereign electors,
And turn all our husbands' hearts from us,
Then what will we do for protectors?

We'll have to be crowners and judges,
And such like ould malefactors—
Or they'll make common councilmen of us,
Then where will be our char-acters?

O, Bridget, God save us frvm votin'!
For sure as the blissed sun rolls
We'll land in the state house or congress!
Then what will become of our sowls!

GRACE GREENWOOD.

PARIS, Aug. 5.

BEFORE THE WIND.

[J. T. Goldrick in Boston Times.]

The Swallow by all odds was the lurkiest old craft for her inches that ever sailed the seas. She was built of the cleanest North Carolina pine, hailed from Edenton, and her skipper, on whom be peace, came from behind the sand dunes of old Carrituck beach. I sailed with him way back in the fifties, rousing times, too, when a chap might find a berth all along shore. In those days our coast line swarmed with craft, mostly schooners, to which class the Swallow belonged. With the exception of myself, officers and crew were southern-born, the mate, a stalwart, clean-limbed Charlestonian, Anthony James by name, and a splendid specimen of the American sailor of those days. Generous and free as water, he would share his last dollar with a shipmate. He was six feet two inches, broad shouldered, bearded and bronzed, and, withal, as gentle as a woman though as brave as a lion. He was the power behind the throne in the Swallow. The skipper, too, was a jolly old soul, a regular walking encyclopedia, having the depth of water on all the bars and in all inlets along the coast at the ends of his fingers. Both he and the mate would boldly take chances with the Swallow through any inlet on the Virginia or Carolinas coast from daylight to dark. But though they took care of the Swallow the schooner was able to take care of herself, for she was one of those crafts which possess splendid weather qualities.

All one summer she plied between Charleston and New York, and was earning money hand over hand. Business was booming coastwise. One pleasant summer evening she cleared from Charleston packed to the hatches with cotton. The wind blew fresh from the south'ard with a slight drizzle of rain. The skipper seemed to be in a hurry, for he kept cracking it to her all the night. By morning he was up the coast and out of sight of the shore; but there was a stiffish breeze, which was shifting about. It came on stiffer and stiffer, and in the afternoon we reefed her down. Just before dark we made her snug and laid her to, with her head off shore. Before daylight the Swallow was wrestling with the great September gale in which the Central America foundered, the like of which has not been experienced on the coast of the Carolinas since twenty-seven years ago.

During the night the wind went clear around the compass, but after sunrise it was steadily blowing from the eastward, and in the top hamper it sounded like the roar of a huge organ.

The daylight revealed a sublime spectacle. In every direction hurrying surges were sweeping past on the wings of the wind; immense hills of waves piled up to wind'ard in stately array. The little craft, stripped to storm sails, gallantly struggled amid the billows, while over her, low down, sped the fleecy rack of the tempest in fast flying squadrons. The crew clustered aft about the wheel. An oil-clad sailor stood beside the wheel, turning it down a few spokes whenever she pitched heavily—something she took especial pride in, for she was apparently trying to dive clean through the waves, which were continually pounding her bows. Her skipper, also in an oil suit, was crouching under the weather railing, keenly alive to the actions of the vessel. The mate stood by the companion-way nagging the helmsman, and the crew were hitching on to secure holding places. Everything was battened down fast, the galley fire was out, and the crew had breakfasted on an extra reef in their waist belts.

As the day advanced without any abatement in the fury of the tempest, the skipper became anxious. His critical eyes began to measure the on-coming billows, which, when the craft rolled to the wind'ard, seemed from their base like the steep sides of mountains. And it became manifest to him that if his craft tripped and was caught in the clutch of any of the huge waves she would be thrown off into the trough and be swallowed up in the fearful gulfs between the billows.

Shortly after noon there came an ominous lull. Its effect was startling. Suddenly there was a new motion. Instead of the regular pitch and roll, the schooner would be lifted up to the crests of the billows, quiver a moment, and then settle down into shelter, where she was encompassed with hills of heaving surges.

A seafaring life is one which trains the faculties to a keen quality of perception. It develops promptness and a resolute reliance which becomes a second nature in the trained mariner. He never will hesitate in a great crisis. He promptly singles out the best and safest line of action, and boldly executes it. It was this quality in the skipper which caused him to spring to the wheel, take the spokes in his own hands and thunder:

"Spring forward into the weather fore-rigging, all of you! Mr. James, stand by to ease off the main sheet. Livelv, men, lively! So! Now, Mr. James, ease off handsomely," and the skipper with a keen glance to windward sent the whirling wheel hard up. As her head began to fall away, she mounted up on the top of a great wave, and was greeted with the swilling roar of the tempest, which came as suddenly as the lull. The main-sail gave one vicious slat and was instantly torn into ribbons, and then she sank away under the lee of a tremendous sea. Every eye in the little craft was now riveted on its towering crest. Each hand instinctively sought for secure holding and clutched it fast. The mate sprang for the main rigging and the skipper braced himself, still eagerly watching the Swallow. Without a break or a curl of its green-tinted top it settled down and taking the little vessel in its resistless embrace it bore her aloft into the tempest. Reeling and quivering in every timber she rapidly paid off, and as she once more went down into the deep vale of the surges she was stern on and was gathering way.

As the Swallow reeled away before the tempest, the skipper, guiding her over the troubled waters, his voice once more sang out sharply, directing his little crew to lay aft and stand by to bend on a close-reefed main sail. Under the head of the mate the new sail was broken out, reefed and bent on. The work was pushed forward with energy, and, in spite of every difficulty, it was hoisted in safety.

And now here began the real struggle, a fight for life, the clutching of a drowning man at a straw. The mate, taking the lee wheel and assisting the skipper to turn it, inquired what the skipper's intentions were.

"Well, Mr. James, we are going for the beach, and I expect that this is the last of the old Swallow. Ugh! there is a tremendous big billow racing after us. How she does twist—and turn, it is as much as I can do to keep her before them. There! just see that surge spin by us. As I live, there is a good mile from crest to crest."

"But, captain, you surely don't mean to beach us in this seaway, there will not be a fragment left of the Swallow in three minutes after she takes the sand."

"I know it, boy, I know it; but there isn't much choice left me. We might as well die on the beach as choke like so many rats. And besides some of us may get ashore. The beach can't be a great distance off, according to my calculation. Go into the main-rigging, some one, and keep a lookout." The first thing sighted is a large steamer, head on to the sea, and sending her bows under at every plunge. Every wave enveloped her to her guards. Staggering up to a sea she would lift herself a third out, her paddle wheels furiously revolving, and then she would bury herself with a fearful pitch.

Rolling and climbing and tossing wildly, the Swallow fled from the wrath of the tempest. Presently another steamer is sighted. She, too, lies head on, a signal in her forerigging.

On the top of a big wave the mate catches a glimpse of the steamer. The next moment she was hid in the surges. Calling a man to take his place he goes into the main-rigging. As he mounts up his practiced eyes catch the outline of a light-house some five or six points on the starboard bow. In a moment he places it and reports Hatteras light on the starboard bow. Looking again at the steamer, dead ahead, he sees that she almost disappears under the surges at every plunge. Her sails, boats, and all her head gear are washed away. Well aft he sees a crowd of people. As he looks the American flag, union down, is run up to her peak.

The mate comes down and reports Hatteras inlet is dead ahead, and that the steamer Ella, a Charleston packet, was ahead and breaking up fast.

"Aye, aye, the beach will be lined with them before the sun is up. I tell you, Mr. James, if it was not for these ugly billows I'd make a try of the inlet; let us see—"

"By gracious, captain, the tide—" and the mate paused to make a mental calculation, "the tide is full on the bar to-day, the water heaped away up. It will be risky, that I will admit, but any port in a storm. With a brand new main-sail on her, it is a deal better than the beach with a surf on it at least forty feet high."

"Well," and the skipper gave an uneasy glance behind at the heaped-up waves, "well, Mr. James, here goes for the inlet. It is the providence of the Almighty that it is to leeward. How about the steamer?"

Mr. James again mounted the rigging. The steamer had rigged a black tarpaulin between her main-rigging with white spots on it. Calling for the glass, which was handed to him, he leveled it and read:

"We are breaking up. Captain and mate lost overboard. Stand by us."

He shut the glass with a snap and swung himself out of the rigging.

"Captain," spoke the mate when he reached the wheel, "it is the Ella sure enough. They report captain and mate lost, probably swept overboard, and that she is going to pieces. Now if you are going to try the inlet, what's to hinder the steamer? Her draft's about the same as the Swallow's."

"But who is to pilot her over?"

"If you run by close aboard, I'll manage to get to her. You can spare me now; let me try it."

"But if she should stick?"

"Then I'll force her up on the swash. Those passengers have no choice whatever if she goes ashore in the night-time. There is a chance now, a slim one, I'll allow, but they ought to have the benefit of it. Some one on board of her is evidently doing all he can to stave off the supreme moment, but that's only a question of time; let me try it, captain."

"Well, Mr. James, there is the beach at last. If you are going, stir yourself; we will be alongside presently. Good luck to you, my boy."

The mate presently appeared, stripped to his trowsers. He held in his hand a tight lead attached to a twenty-fathom lead line. He stood on the starboard quarter with the line held up to the view of the steamer just ahead.

Riding up the broad waves and settling down into the cavern of the deep, on came the schooner, reeling and swaying like a drunken man. Then, on the crest of an immense billow, she ranged past. As she hurried by the steamer rolled wildly toward her, and the mate launches the lead with unerring aim. Deftly passing the line about him, he dropped himself overboard.

Before he came to the surface another wave passed over him and chased the schooner half a mile. But ready hands on board the steamer had secured the line and were hauling in. Then a prolonged cheer announced to the schooner that the mate reached the steamer.

A rough pea-jacket was offered him as he picked his way to the bridge through the frightened and pale-faced passengers. At the wheel the engineer informed him that the water was gaining fast; that in the night a sea had swept the deck and washed the captain, mate, and some of the hands overboard; that he had taken charge and done the best he could; that if anything happened to the engine she was sure to go ashore.

The mate explained that he knew the way in over the bar and through the inlet, and had come to help them; that if anything was to be attempted he was to have a good head of steam and a good hand in the pilot-house; that he wanted to warn everybody that it was a desperate undertaking, and that they must keep quiet and prepare themselves for any chance. Then taking a position on the bridge he gave the order to put the wheel over.

It was well the man warned the people before her head began to fall off, for it seemed for a few seconds as if she would roll over while broad off in the seaway. But she wore around rapidly, and during the movement was favored by several smaller waves, but as she got pointed west a billow curled over her stern and deluged her fore and aft.

And now a terrible and sublime spectacle spreads itself in front and on either hand. The rushing billows, which had gathered an irresistible force in a race of a thousand miles across the ocean, followed each other like squadrons in stately array. Crested and curling, and plumed with snowy foam they reach the shoals, tower up, up, only to topple over and sweep shoreward in giant winrows. It was an endless succession of billows, green tinted ridges, and battalions of raging winrows churning and lashing in fury, continually hurrying shoreward on the wings of the blast.

On the bridge stands the mate of the schooner, looking neither to the right nor the left. His glance is fixed on the narrow opening ahead, through which the Swallow has already passed to safety. At last she approaches the bar and passes a spar buoy painted red. Then she is encompassed by the racing breakers.

"Starboard!"

Over went the wheel to starboard, her head swings to port. Then comes a peremptory—

"Steady!"

"Steady it is," sings back the helmsman, as back went the wheel to meet her; but not to stay. Slowly it went over again to starboard as the expert steersman holds her under control. She is now over the bar, she reels in turmoil and uproar, save in the narrow channel she moves in. On each side, almost alongside, the winrows race with the speed of wild horses. She is quivering in every timber under the rapid play of her engines; then there came a fearful crash, and the deck is immediately deluged with water. The mate thunders:

"Starboard a little!"

The wheel revolves slowly over, stops turning a moment, and then is whirled swiftly back to port. She steers wildly and feels the bottom. A monster wave came sweeping in from seaward. Just astern, it is a solid heaped-up hill of black water, wrinkled and ridged up to its crest, but on either flank it is a steep winrow of churning foam. With a forward bound it overtakes the steamer, reaches under her and clutches her in its irresistible embrace. High over the horrid tumult is heard the mate's thundering peremptorily:

"Hard-a-port! Hard down! Go ahead fast!"

Almost buried in the boiling a glance reveals the wheel swiftly going over to port. Over and over as only a wheel is made to turn in moments of deadly peril. Tinkle, tinkle, sounds a bell down below where the engineer stands with hand on the throttle. On and on rides the wave, still clutching the steamer, which trembles like a frightened bird. Still holding the wheel hard down the steamer's head is spinning around to starboard, and the helmsman's eyes are riveted on the mate. The wave sinks from under her, she shoots around a low sandy point of land, and the mate, smiling all over his face, calls:

"Steady!"

The next moment she dropped anchor close to the Swallow in smooth water. Outside, the wild wail of the tempest and the thunder of the breakers kept their revels, and all night long the vivid lightning and pealing thunder combined to make the rescued mariners and passengers mindful of their security. In the morning the storm went down, and by the next day with thankful hearts they recrossed the bar, now no longer looking so terrible. Outside the bar the two vessels parted with prolonged cheers.

When the Swallow reached New York the mate received a letter inviting him to take command of the Ella. He laid it before the skipper, who warmly congratulated him and advised him to accept. He considered over it several days, and decided to accept the responsibility. Before leaving for his new duties the owner of the Swallow gave all hands a grand blow-out in an up-town hotel; made speeches about heroism, coolness, and courage. The popping of the corks sounded like the barking of muskets between the pickets of opposing armies, and the stories and songs were the best of their kind. In those days we did not have such an all-fired hurrah about the lower classes and the best people. But in good time the distinctions came.

* * * * * * *

Three or four years rolled by and then came the war of the rebellion. From the Highland light to Key West you could not see the shadow of a sail. The fleets of schooners were idle. Brigs and barks and ships were tied up to the docks or had hoisted English or Dutch colors and sailed in other waters. The idle steamers flocked into the army or navy and did excellent service wherever they went. In 1865, in the battles around Richmond, a Confederate light battery was posted at a point on the South Shore railroad. Around it was surging thousands of armed men in the desperate efforts to carry the position. From twenty directions came the screaming shells, which continually exploded in and around the position. Suddenly the continuous thunder ceased, and over the brow of a hill in front appeared squadron after squadron of cavalry. On the dead gallop they came straight for the battery. Over their heads flashed the sheen of the sabers which advanced like waves of the ocean. What could the gunners do? Before each piece was fired half a score of times the troopers were sweeping through the battery. Posted in a thicket in the rear the Confederate infantry moved out to meet the charge. But at breakneck speed Sheridan's dragoons rode after the gunners, cleaving them with the saber. On the dead run came a tall artillery man and close behind him a trooper with saber aloft ready to cut him down. Glancing over his shoulder the gunner sees the hopelessness of the case, and turning short around he lifts his hands over his head. In an instant the trooper is upon him. Pulling up shortly the two men shake hands in plain sight of the contending forces—the Confederates are utterly routed, and of the men composing the light battery only one survived the slaughter. That was the tall gunner who was overtaken by the trooper. His name was Anthony James, and the trooper was the engineer of the Ella.

A New Discovery in Printing.

[Scientific Exchange.]

The printing world is much disturbed by the discovery of a new process which enables any number of copies to be taken of the oldest book without setting a line of type. A compound has been discovered, which may be spread upon a page without in the slightest way injuring the paper. It can be easily removed to a stone, and there becomes the matrix for stereotype or can be used for printing at once.

You hand your best beloved Aldine to the inventor of this new process, and he will return it to you without a stain or mark, uninjured and only cleaned, and he will give you along with it an exact fac-simile, letter for letter, and broken s op for broken stop, of the volume which he has had in his possession for daly a few days. The antiquarian will thirst for the blood of this too clever inventor; but practical printers are already moving to see whether they cannot save the cost of resetting old editions, and if certain practical difficulties are got over we shall see a change not only in the production of fac-similes of old books, but in the production of modern books.

It will no longer be necessary to keep type standing. A proof will be as good as a stereotyped plate. No book will ever really be "out of print" so long as a copy of it remains. It will be nearly as cheap to reproduce a volume as to print an entire copy of a volume passing through the printing machine. Certainly we are progressing. Already water-color drawing can be so well lithographed as to deceive the very artists. The time is not far now that a book may be reprinted from itself. We may reasonably hope to find a method whereby oil colors may be multiplied from their own canvases.

The Telephone Fifty Years Ago.

[Springfield (Mass.) Union.]

A little more than fifty years ago the employes of the Arms shoe manufactory at South Deerfield beguiled their leisure hours by kite flying. Kites large and small were sent up daily, and the strife was to see who would get the largest. The twine which held them was the shoe thread spun and twisted by the ladies of the village. One day to the tail of largest kite was attached a kitten, sewed in a canvas bag with netting over the mouth to give it air. When the kite was at its greatest height—some 200 yards or more—the mewing of the kitten could be distinctly heard by those holding the string. To the clearness of the atmosphere was attributed the hearing of the kitten's voice, and no telephonic patent was applied for.

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